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DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
Yellowstone NATIONAL PARK

FILE NO. 143

MONTHLY REPORT

July, 1925.

JULY, 1925.



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Copy*

August 7, 1925.

*off*

Dear Sir:

The following is my report on conditions in the Yellowstone National Park and on the activities of the National Park Service for the month of July, 1925:

#### I. GENERAL CONDITIONS

##### Weather

The following records are quoted from the report for July of the Observer in Charge of the local United States Weather Bureau at Mammoth Hot Springs, Park Headquarters:

TEMPERATURE: Monthly mean,  $62.5^{\circ}$ , is  $1.0^{\circ}$  above normal. Moderate summer temperatures prevailed except for the 10-day period, 9-18th, which was unusually warm. The highest temperature was  $90^{\circ}$  on the 14th. The record for the past 25 years shows that the temperature in the Park reaches  $90^{\circ}$  only once in about each ten years. While the greater portion of the country at lower altitudes was under the influence of the intense July heat wave with temperatures in excess of  $100^{\circ}$ , the tourists in Yellowstone Park were enjoying breezes from  $80^{\circ}$  to  $90^{\circ}$  as the highest day temperatures, with night temperatures from  $40^{\circ}$  to  $50^{\circ}$ , depending upon the location within the Park.

PRECIPITATION: Total, 1.04 inches, is 0.14 inch below normal, and occurred in the form of light to moderately heavy thundershowers on 13 days.

SNOWFALL: None.

WIND: Average hourly velocity was 6.8 miles; normal 6.9. The maximum velocity was 38 miles per hour from the southwest on the 11th.

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SUNSHINE: Percentage of possible 70; normal 73. There were 9 clear days, 19 partly cloudy and 3 cloudy.

#### General Road Conditions

(a) In the park: Roads in the park were in fair to good condition until the end of the month, when it can truthfully be said that they were in normally good condition. In the early part of the month the sub-base of the roads was still wet, and chuck holes were easily formed. In some places the roads would roll up like a carpet owing to the damp base. The hot spell, however, dried them out but they dried out so quickly that it was impossible to grade out the holes and ruts, and it was equally impossible to keep gravel and dirt in the dry holes. The rains that followed the hot period enabled us to get the roads graded up and into good condition which we will be able to maintain until the heavy travel is over.

(b) Approaching the park: During the 10 day period of hot weather the roads approaching the park dried up and made it possible for tourists from afar traveling in their own cars to reach the park without much difficulty. Subsequently, however, thundershowers, cloudbursts and other abnormal storm conditions made the Yellowstone Trail impassable at times and curtailed travel via the Northern entrance. Many people headed for the Northwest used the old Oregon Trail from the Western entrance to Pocatello thence down the Snake River. The condition of roads in Wyoming and Idaho was good throughout the month and the eastern and western entrances enjoyed heavy travel. The southern entrance, however, while having good roads approaching it, showed a great decline in travel under the number of tourists entering a year ago. This decline in the use of the southern approach roads was undoubtedly due to the big slide on the Gros Ventre river which received extensive publicity in the newspapers. This slide did not block any main road. It simply cut off access to the Upper Gros Ventre valley where there were a few ranches. Nevertheless people traveling in their own cars gained the impression, or at least harbored the fear, that the southern entrance road had been blocked and consequently chose some other gateway to enter the park. A few people left the park and visited the Jackson Hole and the slide and returned to the park. The earthquake that occurred at the end of June undoubtedly had a bad effect on Yellowstone travel, although we have never admitted this publicly. In fact, I allowed the Associated Press to send out one statement to the effect that undoubtedly the earthquake had stimulated travel to the park, as many people here seemed anxious to visit the areas struck hardest by the tremor. Nevertheless correspondence with this office shows that many people probably changed their minds about coming to the park fearing that another earthquake might occur. Of course we all know that industrial conditions in the East have not been of the best and Yellowstone always suffers more from poor economic conditions in the eastern States than other National parks due to the fact that it has no large cities nearby from which to draw a heavy local travel.



(c) Notes on State road work: I have taken pains to get some data on work that will be done on approach roads to Yellowstone National Park during this year. The District Engineer of the Bureau Public Roads of Portland advises me that \$60,000 has been set aside for the continuation of grading of the new road through Yankee Jim Canyon on the main approach road to the North entrance. This fund will complete the grading to Corwin, thus eliminating all of the very bad grades between the park and Livingston, these grades being on the Cutler, Sphinx and Yankee Jim hills.

On the West Gallatin road, which approaches the northwestern corner of the park, \$50,000 has been allocated for the construction of bridges and for completion of surfacing. When this fund has been expended the West Gallatin road will be completed to the park line; 14 miles of this West Gallatin road lying between the west park line and West Yellowstone has not been completed but the county has allotted funds for the improvement of several miles of this road, and by the end of the year this section will be improved all the way from West Yellowstone to Grayling Creek.

You will recall that the only work remaining to be done on the road from Salt Lake City to the western entrance is on the section between Targhee Pass and West Yellowstone. \$50,000 has been allocated for the grading of this road and during the season of 1927 \$32,000 will be expended on the surfacing of this section. I am also advised that \$75,000 will be expended in further surfacing and improvement of the Ashton-West Yellowstone road in the neighborhood of Henrys Lake south of Targhee Pass. This will be expended under the Ogden office of the Bureau Public Roads which is in charge of Engineer B. J. Finch.

I am also advised that \$40,000 will be spent in the surfacing of the road between Bozeman and Livingston. This is a part of the Yellowstone Trail and has been an unusually slippery and dangerous road in wet weather.

Mr. Finch of the Ogden office of the Bureau Public Roads advises me that down in the Jackson Hole the Forest Service will expend considerable money in the reconstruction of existing roads. \$30,000 will be expended on the Teton Pass Highway between Wilson and the Crandall Road House. On the main highway between Jackson and the southern entrance of the park \$130,000 will be expended between Menors Ferry and Moran. This fund includes the construction of a bridge over the Snake River at Menors Ferry. Of this fund of \$130,000, \$110,000 was contributed by the B.P.R. and \$20,000 by the State.

The District Engineer at Denver, Mr. J. W. Johnson, advises me that on the road approaching Cody east of the park it is proposed to construct another approach from Greybull - west - approximately one mile in length, which includes a bridge over Dry Creek. This project will cost \$26,000 - \$15,600 Federal aid money and \$9,400 State money. There is also a Federal aid project north of Lovell, Wyo. This project covers the construction of a bridge over the Shoshone River to cost \$66,500, of which \$42,735 is Federal aid and \$23,765 State money. This project lies



between Billings and Cody, a road that is used a great deal by park travelers.

The Forest Service has made another allotment of \$80,000 from its funds to improve the road immediately west of the Shoshone Dam. There is only .57 mile involved in this project but all of the work must be done in solid rock along the edge of the Shoshone Lake Reservoir. When this work is accomplished the last of the dangerous sections of the Cody road will have been eliminated.

I have been unable to get data regarding work to be done by the counties near the park but it is not likely that this work will involve many thousands of dollars as the State of Montana and its counties have made no provision for raising very much road funds.

#### General Economic Conditions

The report of the U.S. Weather Bureau shows that July brought us some very unusual weather, including a 10-day period of remarkably hot weather. This period of unusual heat stripped the mountains of snow, dried up the roads, and made our dust problem acute. Worse than this, the heat was so great both night and day that touring in the park was uncomfortable. Outside the park this unusual heat had a detrimental effect on crops, although relief came in the form of light rains before serious damage was done. From crop reports in the daily newspapers we are led to believe that Montana still has prospects of an enormous crop which will be sold at good prices. Wyoming agricultural conditions are not so good because of the prolonged drouth of the winter and spring, and the lack of moisture during the summer, although it is likely that cattle will be carried through in good shape because there has been sufficient moisture to insure fairly good hay crops. The same conditions as obtain in Wyoming also appear to be effective in Idaho bordering the park on the west.

#### Labor and Supply Conditions:

We managed with some difficulty to keep our various crews filled up but with the beginning of harvesting good labor became very scarce and at the present time it is difficult to secure good common labor. Skilled labor also is not plentiful. If we had several more crews to make up we would be unable to accomplish the feat without sending an agent to Butte, or Salt Lake City or Billings to recruit men. Fortunately we do not have to put in more road crews as we let the contract for the grading of eight miles of the Lake Shore Road. If we had had to do this ourselves we would have had to put on several more crews.



### Travel for the month

The total travel to August 1st is 85,498 as compared with 80,330 last year, and 73,293 to August 1st, 1923. The total rail travel is 23,613 as compared with 21,465 last year and 23,143 to August 1st, 1923.

Private automobile travel this season to date consists of 61,885 persons in 18,821 cars as compared with 58,865 persons in 17,761 cars last year, and 49,369 in 14,706 cars to August 1st of the year next preceding.

Private automobile travel by entrance stations to August 1st reads as follows: East entrance 21,030 cars, West entrance 18,964 cars, North entrance 16,969 cars and South entrance 4374 cars. The total travel by entrance stations this season to date consists of 25,855 at the North entrance, 29,968 at the West entrance, 25,212 at the East entrance and 4,463 at the South entrance. Rail travel to August 1st by entrances is reported as follows: Northern Gateway 8,627; Western Gateway, 10,960; Eastern Gateway 3,958, and Southern Gateway 68.

The record day's travel this season to date occurred on July 21st; 2,693 people entered the park on this date as compared with 2,660 on July 22nd last year and 2,859 on August 7th, 1923.

The greatest number of automobiles entering the park on a single day was 527 on July 7th. The previous car record was 502 on July 22, 1923.

A new high record of entrance autos at a single gateway was established at the Eastern entrance on July 7th when a total of 233 cars were reported. The previous record was 222 at the Eastern Gateway on July 5th, 1924.

The total entrance travel at the South Gate to August 1st was 4,463 as compared with 5,556 last year and 6,882 in 1923. The decreased travel at this entrance is believed to have resulted from the wide publicity given the landslide on the Gros Ventre resulting in the erroneous impression that the approach road to the South Entrance was rendered unsafe for travel. There was a moderate increase in the travel at this entrance during the last ten days of the month.

The travel report of the Chief Ranger for July 1925 and a table of comparative figures to August 1st for the seasons of 1923-1924 and 1925 are included herein; also a statement of automobile travel by states.

By reference to the travel statistics given above you will note that we had a little over 5,000 increase in travel during the month of July, 1925, over the same month last year. This increase was partly made up of rail visitors and partly by motorists.



### Train Service:

The Northern Pacific ran two trains daily into Gardiner, the morning train being its Yellowstone Park Comet, the second section of its crack North Coast Limited. This train was delayed one day on account of a washout.

The Union Pacific ran two trains to the Western Entrance of the park each day, one of these being the crack Yellowstone Special, which leaves Salt Lake in the evening and arrives at West Yellowstone at 7:30 in the morning. This train suffered derailments on two occasions but in neither case was there any injury to passengers or employees. In one case the train was only delayed a few moments. In the other case it was delayed a half day.

The Burlington ran its usual three trains a day into Cody, one a local train. These trains ran on schedule at all times.

The C. & N. W. ran one train a day into Lander, the southern entrance, and so far as we know this train was always on time. At any rate passengers have to lay over in Lander all night so if delays occurred they were of no consequence. Very few people entered the park via the Lander Gateway - that is, people who came by train.

### Service to the Public

In general, I believe the service to the public this season has been better than ever before. Certainly we have never had quite as efficient a ranger force as we have this year. This is particularly true of the new men brought into the park for the first time this year. We have had an unusual number of compliments regarding the work of the ranger force and special emphasis has been laid by the visitors on the kindly and courteous treatment they have had from these uniformed guardians of the park.

The transportation line has given us less trouble from the standpoint of speeding, but on the other hand the drivers of the buses include more ignorant and thoughtless men than have been here previous seasons. These men are probably more skillful drivers than many of the educated men but they take no pains to read park literature and are unable to give much information to the passengers they are carrying in their buses. We have had a good deal of trouble with these men in trying to get them to give out accurate information. There have been no serious accidents involving buses of the transportation line. A few men have been discharged for taking drinks of liquor at West Yellowstone but so far as we know no driver has been drunk. Men are discharged immediately upon advice being received that they have been drunk. One drink is sufficient to cost a driver his job.

The service in the hotels has been unusually good, and taking all four hotels of the system the management has been better this year than at any time since I have been Superintendent. This is particularly true of



the Lake Hotel which is managed by Mr. Jack Horner, Assistant Manager of the Congress Hotel at Chicago. This hotel has been inefficiently managed for years but at the present time is regarded by the tourists as having the best management of any hotel in the park.

The service in the camps has been good. Perhaps there has been a little improvement in the cooking of food over last year. The employees, "savages" as they are called, of the camps, continue to give unique service and good entertainments. Of course these employees are more or less inefficient because of their lack of experience. The mistakes they make in service they make up in entertainment and it is very rarely that we have a complaint against the Camps Company. Complaints this month were confined largely to desserts at Old Faithful, which were alleged at times to consist simply of dried fruit. This situation has been corrected.

In the auto camp grounds thousands of people have enjoyed the Government's facilities. As usual, toilet facilities have been inadequate and there has been some complaint about conditions in the Mammoth Camp Ground which we have been unable to keep in proper shape owing to lack of efficient help. Conditions here are at the present time better than they have been any time during the season. In general, however, all camp grounds have been kept clean and our new system of taking care of the small, isolated camp grounds through the use of three itinerant camp cleaners using Ford trucks has worked out splendidly.



### Special Visitors

Mrs. Wm. M. Jardine, wife of the Secretary of Agriculture, entered the park at the Western entrance on July 19th, spent the night at Old Faithful permanent camp, went around to the Canyon for lunch on the 20th and left via the Western entrance the same night. She was traveling with some Idaho friends in a private car.

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### Congressional Visitors:

Hon. Burton K. Wheeler, United States Senator from Montana, traveling in a private car, entered the park at noon July 18 at the North Entrance, spent that night at Lake Hotel, went to Jackson Hole the following day, and returned to Lake Hotel for the night. On the 20th, after visiting the Grand Canyon, he left the park via the Eastern Entrance.

Hon. Allen T. Treadway, Congressman from the 1st Massachusetts District, with Mrs. Treadway and a friend, Mrs. Benton, entered the park at Gardiner July 26, made the complete tour of the Loop Road System and the side trip to Jackson Lake, and left the park via the Western Entrance on the 31st.

Hon. Albert Johnson, Congressman from the 3rd Washington District and Chairman of the Committee on Immigration, entered the park in a private car with his secretary on the night of July 30 and spent the night at Mammoth Hot Springs. On the 31st he went around the park as far as the Grand Canyon and in the evening left via Cody gateway.

Hon. Hubert F. Fisher, Congressman from the 10th Tennessee District (Memphis) entered the park with his wife and two boys on July 8, made the complete tour of the park via the permanent camps and left on the 12th, using the northern gateway for entrance and exit. As the guest of the Yellowstone Park Transportation Company, Congressman Fisher and his family were given a side trip to Jackson Lake.

Hon. W. H. Sproul, Congressman from the 3rd Kansas District, traveling in his own car, with his wife and daughter, entered the park on July 22nd at the southern entrance. They toured the park and left via the Cody gateway on July 27th.

Hon. M. A. Romjue, Congressman from the 1st Missouri District, traveling in his own car camped out in the park with his family. They entered the park at the western entrance on July 12th and left via the Gardiner gateway on July 19th.

Hon. J. J. Gorman, Congressman from the 6th Illinois District (Chicago) traveling in his own car with his wife and friends entered the Gardiner gateway on July 15th and left via Cody gateway on July 19. Congressman



Gorman stopped at the permanent camps throughout the park.

Hon. F. M. Davenport, Congressman from the 33rd New York District, entered the park via Gardiner on July 26 and left via the same gateway on July 30, after making a complete tour of the park. He spent the first night at Mammoth, the second night at Canyon, and the remainder of his time at Camp Roosevelt, writing articles for Outlook Magazine.

All of the above mentioned Congressmen who traveled in their own cars were given complimentary permits and all possible courtesies were extended to them. Those who traveled by the cars of the Yellowstone Park Transportation Company were extended special courtesies by the public utilities and by the rangers.

Mrs. Wallace H. White, Jr., wife of Congressman White of the 2nd Maine District, entered the park with her son on July 12 and left on the 16th, after making the complete tour. She came and left via the Eastern Entrance and traveled on the bus.

Mrs. L. C. Cramton, wife of Congressman L. C. Cramton of the 7th Michigan District, and Chairman of the Interior Department Appropriations Committee, accompanied by her daughter Margaret and son, Kay, entered the park at the western entrance on July 15th and have since been guests at the Superintendent's home.

On July 31st Mr. Fred C. Cramton, brother of Congressman Cramton, accompanied by his wife, entered the park at the Northern Entrance in his own car and is now touring the park.

Hon. James W. Good of Chicago, ex-Congressman from Iowa, and former Chairman of the Appropriations Committee, accompanied by Mrs. Good and his two boys and three guests, entered the park at Gardiner on July 30th and is now touring the park. He will leave via Cody on August 3rd.

Miss Jane Darnall, Secretary to United States Senator Ernst, toured the park, entering via Cody gateway July 3 and leaving via the Western Entrance July 10. She traveled by the camp route.

Mrs. Virginia Davis, clerk to Honorable Albert Johnson of Washington, toured the park July 10th to 14th inclusive, entering at Gardiner and leaving via the Western Entrance.

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A group of high road officials traveling in official cars and with a camp outfit entered the park at the South gateway July 25th and left via the Cody Entrance on July 27th. They included Hon. Thos. H. MacDonald, Director, U. S. Bureau Public Roads, Washington, D.C.,



Dr. L. I. Hewes, Deputy Chief Engineer of the Bureau Public Roads, San Francisco, J. W. Johnson, District Engineer, Bureau Public Roads, Denver, Colo., L. E. Laird, State Highway Superintendent, Wyoming, and F. R. White, Chief Engineer State Highway Department of Iowa; also Frank C. Emerson, State Engineer, State of Wyoming, Cheyenne, Wyo.

State Superintendent Laird and S. W. Conwell, Chairman of the Wyoming State Highway Commission, entered the park on July 12 via the Southern gateway and left on the 13th via the Western Entrance.

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Dr. F. C. Craighead, Chief, Division of Forest Entomology, Bureau of Entomology of the Department of Agriculture, accompanied by Dr. J. C. Evenden, Entomologist, and Dr. E. J. Kraus, Plant Pathologist, of the University of Wisconsin, entered the park on July 19th, and left on the 21st, Dr. Kraus, however, remaining longer. While here they inspected the forest areas that are infested by insects and conferred with Dr. Burke, Resident Entomologist, and with the Superintendent of the park.

L. H. Fisher, Superintendent of the Field Forces, U.S. Civil Service Commission, entered at Gardiner July 13th and left via Cody gateway on the 16th.

Charles E. Pass, Postmaster at Harrisburg, Pa., spent the period July 16-19 in the park, coming and going via the North Entrance.

Dr. C. C. Pierce, Senior Surgeon, U.S. Public Health Service, with headquarters at Chicago, entered the North gateway on July 23, traveling with his family in his own car. Dr. Pierce is still in the park camping out.

Hon. Elmer S. Landis, Commissioner of the Federal Farm Loan Board, Washington, D.C., and Mr. Robert Thurber, Supervising Appraiser of the Board, with their wives, entered the park on July 30 and are still here. They will leave via Gardiner and West Yellowstone respectively.

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#### Railroad Officials:

Mr. J. G. Woodworth, Vice President of the Northern Pacific Railway, entered the park on the 16th, spent that night at the Canyon Hotel, and left on the 17th, coming and going via Gardiner.

Mr. P. S. Eastis, P.T.M. of the Burlington Route, accompanied by Mr. A. Cotesworth, General Passenger Agent, with headquarters at



Omaha, entered the park on July 22nd via the North Entrance and left via the Cody gateway on July 24th.

Mr. A. F. Ingalls, General Manager of the New York Central Railroad, toured the park July 27th to 31st, coming and going via the North Entrance.

Mr. Max Goodsell, Assistant to the Vice President, Northern Pacific Railroad, was here twice during the month, the latter visit being made on July 14th and 15th with the Grand Commandery of Knights Templar.

Harry Miesse of the New York Central Railroad, a close friend of Assistant Secretary Edwards, entered the park on July 25th with Mrs. Miesse and is still here.

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Writers, publicity experts, etc.:

Walter V. Woehlke, Editor and publisher of Sunset Magazine, accompanied by his daughter, and traveling in his own auto, entered the park at West Yellowstone on July 16th and left via the North Entrance on July 22nd.

Mr. Oswald Garrison Villard, Editor "The Nation" of New York, accompanied by his family, entered the park at the North gateway on July 7th, toured the park and left on the 10th via the Southern Entrance, going to the Bar B C Ranch for the summer. Mr. Villard's father was Mr. Henry Villard, first President of the Northern Pacific Railroad.

Dr. William E. Ritter, President, Science Service, of Washington, D.C., with Mrs. Ritter, entered the park July 7th and left on the 12th, using the Northern gateway both in entering and leaving the park.

On July 14th and 15th I personally conducted on a tour of the park the following men:

Mr. Harry J. Brown, Washington correspondent of the Salt Lake City Tribune and other western papers; Mr. M. C. Cutting of the Country Gentleman, Mr. M. M. Thompson, Editor of the Idaho Statesman, largest daily paper in Idaho, and Mr. Lloyd Adams, Editor and publisher of the Idaho Falls Post, third largest paper in Idaho. All but Mr. Cutting entered and left via the Western Entrance. Mr. Cutting left via Gardiner.

Mr. F. F. Vande Water, a staff writer on the Saturday Evening Post and Ladies' Home Journal, with his wife and son, were in the park



July 9-12 inclusive. They traveled in their own Ford car and camped out in the public camping grounds under specific instructions from the Editor of the Ladies' Home Journal.

Mr. J. W. Koerner, illustrator for the Saturday Evening Post, with Mrs. Koerner, entered the park at Gardiner on July 16th, and are now sojourning at Cooke City.

Mrs. Bessie Y. Riddell, Art Editor of the Saturday Evening Post, is also at Cooke City. She entered the park via Gardiner on July 28th. She will later tour the park.

Miss Margaret Davies, Secretary to Mr. Lorimer, Editor of the Saturday Evening Post, was in the park July 13 to 30 inclusive, entering and leaving via Gardiner.

Mr. Edwin S. Friendly, Business Manager of the New York Sun, traveling with a friend in a private car, entered the park on July 4th at West Yellowstone, and left via the same gateway on July 9th.

Mr. W. W. Reynolds, city editor of the Cleveland Plaindealer, was in the park July 22 to 25 inclusive, traveling with the Cleveland Knights Templar en route to the conclave at Seattle. He entered and left via Gardiner.

Mr. F. W. Mahneke, on the staff of the Chicago Tribune, was in the park for several days, traveling in a private car. He entered via Gardiner.

Mr. Hight C. Moore, editor with the Baptist Sunday School Board, and author of many articles on the National Parks, was in the park July 22nd to 26th gathering material for another series of articles. He entered via West Yellowstone and left via Cody.

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#### Scientists:

Dr. Arthur L. Day, Director of the Geophysical Laboratory and Dr. E. T. Allen of Dr. Day's staff, were in the park during the last half of July. The latter entered West Yellowstone on July 13th and Dr. Day on the 14th. Dr. Day left on the 29th and Dr. Allen is still here. It is likely that the Geophysical Laboratory will undertake next year a comprehensive study of the sources of heat responsible for the Yellowstone hot springs and geysers. If undertaken, the investigation will produce some very important results.

Drs. John and Carolyn Comstock were in the park gathering insects, and particularly butterfly specimens, July 8th to 29th. Dr. Comstock is



Director of the Southwest Museum of Los Angeles.

Dr. F. L. Ransome, formerly of the United States Geological Survey, and now at the University of Arizona, toured the park July 12th to 16th entering and leaving via Gardiner.

Dr. A. R. Crook, in charge of the Illinois State Museum at Springfield, was in the park early in the month traveling in his own car and camping out.

Dr. Charles W. Flint, Chancellor of Syracuse University, left via Gardiner on July 21st after spending several days in the park.

Mr. Will Lodge, prominent Illinois man, interested in the park and in the preservation of wild flowers, left the park July 30th after spending several days here.

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Other Notable Visitors:

Hon. Samuel J. Harris, Justice of the Supreme Court of New York, entered the park at the Cody gateway on July 24th and is still here.

Hon. Edwin O. Lewis, Municipal Judge of Philadelphia, was in the park July 5th to 8th with his family.

Mr. Joseph T. Miller of Pittsburgh, many years a friend of the Director and long interested in National Parks, was in the park July 3rd to 9th with his wife and daughter, entering and leaving via Gardiner.

Dr. F. L. Bartlett of Denver, Colo., one of the first men to become interested in the Park-to-Park-Highway in 1915, toured the park July 10th to 14th in his own car, entering via the Western Entrance and leaving via the southern.

Arthur Meeker, President of Armour & Co., was in the park July 16th and 17th, entering and leaving Gardiner.

Mr. Percy Foster, of Washington, D.C., noted community song leader, was in the park July 14th to 17th, entering and leaving via West Yellowstone. Mr. Foster had just returned from the Christian Endeavor Convention at Portland, Ore.

Mr. O. H. Van Norden, member of the Conservation Committee of the Camp Fire Club, from New York, was in the office on July 22nd. He left via West Yellowstone the same day. Mr. Van Norden with his two boys were camping about a month at Ernest Miller's Ranch.

Mrs. George Osmond of St. Louis, Mo., entered the park at Gardiner July 8th, spent a week at Camp Roosevelt, went out to Canyon on the 22nd, and from there to Holm Lodge where she spent a week, leaving the park via the Cody entrance the latter part of the month. Mrs. Osmond



was in the park in 1874. Her father was Indian Agent on the Crow Reservation near Livingston at that time.

Mr. Geo. C. Belden and wife of San Francisco, Calif., toured the park in their own car. They entered via the Western Entrance on the 18th and left via the same entrance on the 24th.

Dr. Allen E. Krause, in charge of Tuberculosis Clinic at Johns Hopkins Hospital, Baltimore, Md., and Mrs. Krause entered the park at the Western Entrance on July 22nd, and after touring the park left Gardiner on the 27th.

Tom Mix, motion picture actor, entered the park at the Southern Entrance on July 29 and left via the Western Entrance on July 30th. Mr. Mix, with a company of 12 people, traveling in three private cars, came up from Jackson Hole on the morning of the 29th to Canyon to film part of a picture.

Judge A. K. Hippert of Cincinnati, Ohio, was in the office on July 26th. The Judge has visited the park numerous times.

Mr. Raymond Robins, of Chicago, Ill., prominent politician and close friend of Roosevelt, came into the park via the Western Entrance on July 17th and left via the same entrance on July 21st. He traveled via the permanent camps.

Mr. Ray L. Riley, Comptroller, State of California, Sacramento, Calif., entered and left the park via the Gardiner entrance. He arrived on the 15th and left on the 20th. Mr. Riley has been of great assistance to the National Park Service in enabling us to take advantage of the cooperative survey appropriation made by the State of California in connection with the road surveys of Lassen Park.

Mr. and Mrs. Robert H. Treman of Ithaca, N.Y., with three friends came into the park in July taking the regular W-W tour. They were at Old Faithful on the 24th, at Lake on the 25th, and at Canyon on the 26th, leaving via the Western Entrance on the 27th. Mr. Treman is a trustee of Cornell University, Chairman of the Finger Lake Park Commission, and one of the most active members of the New York State Council of Parks. Mr. Treman is a personal friend of Chauncey J. Hamlin, Chairman of the Committee on Museums in National Parks.

Mr. Percy G. Ullman of Chicago, Ill., with his wife and some friends entered the park via the Western Entrance on July 26th. They left via the North Entrance on the 30th.

#### Foreign Visitors:

D. A. G. Collier MacNeill, British Consul to Mexico, Colima, Mexico, and member of the Junior Carlton Club, London, entered the park via the Northern Entrance on July 17th and left via Gardiner July 20th.



• Heinrich Krug, of Berlin, Germany, (manufacturer of aeroplanes) accompanied by his brother, visited the park early in July. Mr. Krug and his brother plan to make the trip from Berlin to the United States next summer over the same route as taken by the round-the-world flyers, and while in Yellowstone they inspected the mountainous districts of the park for suitable landing places for their planes.

Dr. Kazys Pakstas, Assistant Professor of Geography at the University of Lithuania, was in Yellowstone about the middle of July studying the wonderful formations of this section of the country as part of a general study of North America geography. He will return to his native country in the fall and will teach a course in the Lithuanian school on his studies during this summer. Dr. Pakstas was accompanied by his wife, a graduate of the Grenoble University of France; Antanas Vanagaitis, composer of songs, at present seeking inspiration and decoration for his new works, and Felix Zaleskis, a real estate man of Boston, acting as chauffeur for the party.

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#### Special Parties:

The Omaha Walking Club was in the park July 14th to 23rd. This party of 25 people traveled on the buses from one main point to another, stopping at the permanent camps. From each permanent camp they made many side trips afoot.

The Wasatch Mountain Club of Salt Lake City, traveling in two 11-passenger buses, was in the park for several days. This party also traveled from point to point by bus and made numerous hikes. There were 21 women and 6 men in the party.

The Casson Field & Forest party of Boston was in the park July 27-31, entering via Gardiner and leaving via Cody. There were 27 people in this party.

A party of 30 members of the teaching staff of the Utah Agriculture College summer school arrived in the park on July 4. This party was composed of many eastern college professors. They toured the park via the permanent camps.

Dr. John A. M. Stewart of the University of Pittsburgh, conducted a party of young people interested in the natural features of the park. They entered at Gardiner July 27th and left via Cody on the 31st, stopping at the permanent camps.

Mr. Harris A. Reynolds, Secretary of the Massachusetts Forestry Association, was in the park with a party of members of his association from July 10th to 14th inclusive, entering via Gardiner and leaving via Cody.

During the month there were many parties of Knights Templar and Elks in the park en route to their conventions at Seattle and Portland respectively. With one of the Elks parties was Mr. John G. Price,



Supreme Exalted Ruler of the B.P.O.E. On July 21st Mr. L. P. Newby of Knightstown, Ind., Grand Master of the Knights Templar of America, was in the park with the Grand Master's party, made up of prominent Knights Templar from all over the United States. In his party was Secretary of State of Illinois, the speaker of the House of Representatives of Missouri, a Supreme Court Justice of Georgia, and many other notables whose names and initials I have not yet been able to procure.

## II. ADMINISTRATION OF THE PARK

### Inspections of the Park:

My inspection work during the month was about the normal amount required to properly look after the park's interests. During the first few days of the month I gave particular attention to a roadside cleanup which was being completed between headquarters and Obsidian Creek. On July 2nd I visited West Yellowstone and the geyser basins, going as far as the Lone Star Geyser, several miles south of Old Faithful. On Sunday July 5 I inspected the northern section of the Grand Loop, including Norris Geyser Basin, Grand Canyon, Dunraven Pass, Tower Falls, etc.

On the 9th the Chief Ranger and I inspected the Buffalo Ranch and practically all of the hay fields on both sides of the Lamar River.

On the 11th and 12th I inspected the entire Grand Loop Road except the section between Grand Canyon and headquarters via Tower Falls.

On the 13th I inspected Norris Geyser Basin, which had just undergone some very radical changes due to an unusual explosion of a big geyser, and I spent the night at West Yellowstone. There I met the Harry Brown party of newspaper men.

On the 14th and 15th we covered the main road system of the park, also a part of the southern entrance road. On this occasion we visited the summit of Mt. Washburn.

Sunday, the 19th, I covered the road between Mammoth and Norris inspecting telephone construction work.

On July 24th and 25th I again inspected the entire park, this time taking in both the Southern entrance and the Eastern entrance, and almost all of the west approach road, returning to headquarters late on the night of the 25th.

I covered the road between headquarters and Grand Canyon on the 30th, inspecting telephone crews and roads. I made this trip with Congressman Allen T. Treadway of Massachusetts.



Personnel:

On July 1st there were 115 appointed employees on the payrolls and on July 31st there were 120. The following list shows the number of appointees of various classes serving during the month, with a general statement of the kind of work in which they were engaged:

<u>No.</u>	<u>Class</u>	<u>Kind of Work Performed</u>
1	Superintendent	General administration and supervision of all activities in the park.
2	Assts.Supt.	1 in charge of administration, purchasing, disbursing; 1 in charge of property, equipment, transportation, cost accounts, inventories, etc., also acting as Assistant to Supt. in capacity as Field Asst. to Director.
2	Asst. Engineers	1 in charge of engineering work; 1 assisting.
8	Clerks	1 Cost Accounting Clerk; 1 Personnel-File Clerk; 1 Clerk on orders, proposals and vouchers; 1 Clerk on timekeeping and payroll work; 2 stenographer-typists on Superintendent's correspondence and handling miscellaneous work on administrative side of office (one temporary); 1 Clerk assisting Cost Clerk (temporary); 1 Clerk assisting timekeeper and voucher clerk (temporary).
3	Electricians	Operated power plant, regular shift, including Sundays, read meters, did necessary line work.
3	Foremen	1 in charge of headquarters corral and freighting about headquarters; 2 on road work.
3	Telephone Switchboard Operators	2 permanent operators; 1 WAE operator for intermittent service.
1	Master Mechanic	In charge of shops and of repair to machinery.
2	Blacksmiths	General blacksmith work, including shoeing of horses in shop, repairing tools and equipment.
1	Master Plumber	In charge of general plumbing and water and sewer systems.
1	Master Painter	General shop work, including painting signs, equipment, buildings, etc. (on L.W.O.P. July 1-31).



2	Auto Mechanics	1 on duty in power plant; 1 on repair work.
3	Laborers	Teaming, freighting, assisting mechanics, and miscellaneous work at headquarters.
1	Steward & Master of Transportation	In charge of all transportation and of storehouses.
1	Chief Buffalo Keeper	In charge of hay ranch operations and of Lamar Buffalo Herd.
1	Asst. Buffalo Keeper	In charge of hay ranch operations at Slough Creek.
1	Buffalo Herder	Assisting buffalo keeper. (Furloughed July 28.)
1	Park Naturalist	Scientific research work and developing museum.
1	Chief Park Ranger	In charge of ranger force.
1	1st Asst. Ch. Park Ranger	In charge of Northern District.
1	Asst. Chief Park Ranger	On duty at Lake District.
27	Park Rangers, 21 WAE	patrolling, protecting game and miscellaneous duties.
53	Park Rangers, temporary	Patrolling, handling tourist traffic, building trails, fire lookout, lecture, guide, information, duty in Chief Ranger's office, miscellaneous duties under direction of station chiefs; and motorcycle patrol.

#### Leaves of Absence

Joseph Douglas, Asst. Chief Park Ranger, July 1st, 1 day. (SICK)  
 Andrew R. Edwin, Clerk, July 16-25, 9 days.  
 Harry J. Liek, Park Ranger, July 1-3, 3 days.  
 Harry J. Liek, Park Ranger, July 10-13, 4 days.  
 Bert L. Stinnett, Master Mechanic, July 15, 1 day.  
 Julia S. Stockett, Clerk, July 16, 1/2 day.  
 Kenneth C. Wahl, Park Ranger, July 11-17, 7 days. (SICK)



### Leave without Pay

August C. Neumann, Master Painter, at \$1860 per annum, July 1-31.

### Appointments

Winfield E. Page, Park Ranger, \$1200q., WAE, entered on duty July 1, 1925.	
Ransom L. Park " " " " " " " " 1, 1925.	
William R. Pollock " " " " " " " " 1, 1925.	
Burrel P. Smith " " " " " " " " 1, 1925.	

Lewis H. Hawkins, Clerk-Typist, \$1500q., WAE (temporary), entered on duty 7/18/25.  
Charles D. Dale, designated Chief Electrician at \$1860, by change from  
Electrician at \$1860, effective July 25, 1925.

### Separations

Michael Z. Ferguson, Park Ranger, \$1440 per annum, WAE, services terminated  
close of July 3, 1925.  
William Davis, Buffalo Herder, \$1320 per annum, WAE, furloughed close 7/28/25.

### Office Force Activities:

(a) During the month of July 1675 pieces of official mail were  
received and 3682 were sent out.

(b) The following circulars were sent out during the month:

Circular #10, dated July 3, to park operators, re.  
connecting on to water, sewer, power and  
telephone lines belonging to the Govern-  
ment without permission.

Circular #11, dated July 5, re. dismissal Park Ranger  
Michael Z. Ferguson.

### Information Office:

(a) Visitors at the Information Office and Museum during the month  
total 25,175 as compared with 13,344 for July last year and 14,589 for July  
1923.

### Publications:

The sales report of the Information Office during the month with  
comparative figures for July last year is given in detail as follows:



Article	: Number :	Price	: Number :	Price
	: 1924 :		: 1925 :	
<u>Government publications:</u>				
Bulletin A #611	: 4 :	\$ 2.00	: 10 :	\$ 5.00
Bulletin B #612	: 2 :	1.00	: 4 :	2.00
Fishes	: 122 :	6.10	: 200 :	10.00
Fossil Forests	: 315 :	31.50	: 465 :	46.50
Glimpses	: :		: :	
Geysers	: 596 :	59.60	: 644 :	64.40
Geological History	: 671 :	67.10	: 683 :	68.30
Portfolios	: 247 :	247.00	: 785 :	785.00
U.S.G.S. Maps	: 64 :	16.00	: 67 :	16.75 ✓
Panoramic Views	: 12 :	3.00	: 20 :	5.00
<u>Miscellaneous:</u>				
American Antelope	: 25 :	7.50	: 7 :	2.10
Bridger Biography	: :		: 2 :	20.00
Bears of the Yellowstone	: :		: 11 :	27.50
Chittenden Y.N.P.	: :		: 59 :	147.50
Foolish Questions	: 25 :	12.50	: 48 :	24.00
Haynes' Guide	: 228 :	171.00	: 230 :	172.50
Nature Book	: 13 :	32.50	: 12 :	30.00
Trans-Continental A.A.A.	: 2 :	4.00	: :	
Truthful Lies	: 46 :	23.00	: 50 :	25.00
Trees & Flowers	: 13 :	9.75	: 57 :	42.75
Trees & Shrubs 50	: 1 :	.60	: 5 :	2.50
Trees & Shrubs 75	: :		: 8 :	6.00
Winter in Geyserland	: :		: 1 :	.50
White Bar Elk	: 15 :	2.25	: 18 :	2.70
	: ✓401 ✓ :	\$696.40 ✓	: 3386 ✓ :	\$1506.00 ✓

#### Finances:

Costs of operation, etc.: The cost of operating the park for the month of July, 1925, will be shown in the Monthly Cost Accounting Report which will go forward as soon as prepared.

#### Revenues:

	Sale of Electricity	Water Taxes F.Y. 1926	Total
Certified Check #362, dated July 3, drawn by J. E. Haynes on The First National Bank, St. Paul, Minn., to the Director, National Park Service,	(May) \$ 2.48 (June) 22.35	\$ 3.60	\$ 28.43



<u>Revenues (Continued):</u>	<u>Sale of Electricity</u>	<u>Water Taxes F.Y. 1926</u>	<u>Total</u>
Certified Check #686, dated July 6, drawn by Freda D. Whittaker on the National Park Bank, Livingston, Mont., to the Director, National Park Service.	\$ 36.00		\$ 36.00
Certified Check #1200, drawn by Vernon Goodwin on The National Bank of Montana, Helena, Mont., to the Director, National Park Service, dated July 12, 1925.	\$221.74		221.74
Certified Check #633, dated July 15, 1925, drawn by Anna K. Pryor on The National Park Bank, Livingston, Mont., to the Director, National Park Service.	\$ 22.25	\$ 18.00	40.25
Certified check #114, dated July 8, 1925, drawn by H. W. Child on The National Bank of Montana, Helena, Mont., to the Director, National Park Service.	\$127.35	247.20	374.55
Certified Check #161, dated July 8, 1925, drawn by H. W. Child on The National Bank of Montana, Helena, Mont., to the Director, National Park Service.	17.67 231.54	172.08	421.29
Certified Check #698, dated July 6, 1925, drawn by Freda D. Whittaker on The National Park Bank, Livingston, Mont., to the Director, National Park Service.		30.00	30.00
<u>Miscellaneous:</u> Money Order #49070, dated July 20, 1925, drawn by the Postmaster at Gardiner, Mont., on the Postmaster at Washington, D.C., for truck privi- lege between Gardiner, Mont., and Cooke City, Mont. (J.G. McPherson).			20.00
C.D. #415, dated July 27, 1925, (sale of old power plant machinery)			300.00
Sale of Automobile and Motorcycle Permits.....			\$77,600.00
			Total.....\$79,072.26



### Plans, Maps and Surveys:

Our funds for plans, maps and surveys will be used this year in the installation of a self-recording gauge on the Lamar River, where heretofore we have had only a staff gauge. This work will be done in co-operation with the U. S. Geological Survey, Water Resources Branch. Under our road funds we will begin, in August, the surveying of the Inspiration Point Road project, and toward the end of the month we will probably begin the surveying of the West Gallatin Road with a view to reconstructing this road when funds are available. During July the only surveying that was done was in connection with the Arnica Creek Bridge Bay Project, which we usually call the Lake Shore Road. There is also some work to be done on the Bluff Point Project, which lies between West Thumb Station and Arnica Creek.

### Preparation of Budget and Reports:

As soon as the June cost accounts were available the 1927 budget was completed and forwarded to Washington in accordance with instructions. The five-year building program has been delayed but will be ready in a short time. In the case of Yellowstone Park, this program involves so many activities that much time will be required to get them properly presented in a report.

### Commissary & Transportation:

Commissary employees were engaged during the month in receiving and storing supplies, issuing rations, forage and camp supplies to all camps and ranger stations. The Transportation Department did the necessary hauling between Gardiner and Mammoth. Rations, forage, culvert, telephone supplies and camp supplies were transported to all points in the Park; camps were moved from one point to another, and gas and oil was delivered to all camps on schedule.

### Publicity:

Publicity has been carried on and has been handled by Mr. John M. Sharp, employed by the public utilities. Many interesting stories were sent out during the month which have been accepted by newspapers all over the country. Special emphasis has been laid on photographic publicity, and many pictures have been forwarded for use of newspapers and magazines.

## III. MAINTENANCE OF IMPROVEMENTS AND FACILITIES.

### Grounds

The Foreman of Grounds and Stables reports the following employees on duty in his department during the month: 1 Irrigator, 4 Lawn boys, 3 laborers for miscellaneous duties, such as hauling of ice and garbage and general freighting about headquarters. The lawns and grounds were kept in splendid condition by sprinkling constantly.



### General Road Maintenance

During the month twenty-four small crews were employed making repairs and doing general maintenance work on the Park roads and the roads through the Shoshone National Forest on the east and Teton Forest on the south sides of the Park.

A very warm dry period which occurred the fore part of the month made the work of improving the roads difficult. The dry period was followed by one of daily thunderstorms which in many places, particularly on steep grades, washed the surface material off the roadway. The latter part of the month, however, a very noticeable improvement has taken place in the condition of the roads, which we hope to maintain for the remainder of the season. Following is a list of the stations where maintenance crews are located and the average personnel of the crew for the month:

#### Mammoth:

Foreman, truck driver, 5 men and 2 teams. One of the 5-ton Mack gravel trucks was used all the month on this section hauling pit gravel for surfacing places where most needed. There are 22 miles of road in this section, requiring faster transportation than is possible with a horse-drawn vehicle. A four-horse grader outfit also worked all the month on the different roads in the section, including the one around Bunsen Peak.

#### Beaver Lake:

Foreman, cook, 3 men and 2 teams. Several sections of road were graveled, mostly in the vicinity of Twin Lakes where the surface was becoming very rough.

#### Gibbon Meadows:

Foreman, cook, 4 men and 2 teams. Most of the time this crew was given to graveling in the Gibbon Canyon.

#### Madison Junction:

Foreman, cook, truck driver, 4 men and 2 teams. A F.W.D. gravel truck was also kept on this section and used for towing a grader. The sections became very rough the fore part of the month and considerable grading was necessary.

#### Excelsior Geyser:

Foreman, cook, 1 man and 1 team. In addition to caring for the main road this crew hauled gravel and made repairs to the old Fountain freight road, so that freight trucks could be routed that way.



Spring Creek:

Foreman, cook, 1 man and 1 team. General maintenance.

Dry Creek:

Foreman, 1 man and 1 team. General maintenance.

West Thumb:

Foreman, cook, 1 man and 1 team. General maintenance.

Lake:

Foreman, cook, 4 men and 2 teams. General maintenance.

Canyon:

Foreman, cook, 5 men and 3 teams. 40 feet of 12 inch and 20 feet of 18 inch culvert pipe was installed and general maintenance and repair work done.

Trout Creek:

Foreman, cook, 4 men and 2 teams.

Dunraven Pass:

Foreman, cook, 7 men and 3 teams. Six miles of side ditches were thoroughly cleaned, 1/4 mile of road graveled, 40 feet of 12 inch and 20 feet of 18 inch culvert pipe placed, and some repairs and maintenance work done on the Mt. Washburn section.

Tower Junction:

Foreman, cook, 3 men and 2 teams. General maintenance.

Blacktail Deer Creek:

Foreman, cook, 3 men and 2 teams. General maintenance.

Virginia Meadows:

Foreman, cook, 3 men and 2 teams. Twenty feet of 12 inch culvert pipe was placed, 1/2 mile of road graveled, side ditch cleaned on Blanding Hill and the whole section graded several times.

Turbid Lake:

Foreman, cook, 3 men and 2 teams. General maintenance.



Cub Creek: Foreman, cook, 6 men and 3 teams. Forty feet of 12 inch culvert was placed, 3/4 mile of road graveled and general maintenance work done.

East Entrance: Foreman, cook, 4 men and 2 teams. The crew began maintenance work on this section July 6.

Goff Creek: Foreman, cook, 8 men and 4 teams. Forty feet of 12 inch and 20 feet of 24" culvert pipe was placed and general maintenance work done.

Elk Fork: Foreman, 1 man and 1 team.

Cooke City Road: Foreman, cook, 5 men and 3 teams. This crew left Mammoth on July 1st and made first camp at Lamar Bridge where they stayed one week repairing the road in that vicinity, then moved to the Jackson Grade and on the 16th moved to the Seven Mile Spring, then back to Devil's Well on the 23rd. It was necessary to move this crew often in order to have them at the sections where most needed. Frequent heavy rains on the upper section of this road have made maintenance work difficult.

West Gallatin: Foreman, cook, 6 men and 3 teams. The crew first made camp on Grayling Creek about 2 miles from the Park line on July 2nd, and a week later moved on about 5 miles farther. On July 20th they moved to Specimen Creek near the north end of the section and on July 31st returned to the south end where there are a number of old log culverts and bridges to repair and a place to be graveled.

Lewis River: Foreman, cook, 5 men and 3 teams. The section was thoroughly graded several times and considerable work done on the lower end, removing rocks, graveling and ditching.

Teton Forest: Foreman, cook, 8 men and 5 teams. The crew arrived at Snake River 2 miles below the Park on July 4 and made camp there for 5 days, then moved on south stopping a few days each at Lizzard Creek, Arizona Creek, Pilgrim Creek, and at the end of the month were located a mile below Moran. Two hundred and sixty loads of gravel were hauled on the road across the flat north of Moran and the overhanging willows cut from the roadsides.

#### Road Sprinkling

Sprinkling was continued during the month on 107 miles of the main Loop Road, requiring nine motor-sprinklers and 8 horse-drawn sprinklers operating as follows: Mammoth section, 1 motor and 1 two-horse sprinkler; Beaver Lake section, 2 motor sprinklers; Gibbon Meadows, 1 four-horse sprinkler; Madison Junction, 3 motor sprinklers, Excelsior Geyser section, 1 four-horse sprinkler; Old Faithful section, 1 two-horse sprinkler; Spring Creek section 2 four-horse sprinklers; West Thumb section, 1 four-horse sprinkler; Lake Section, 1 four-horse sprinkler and 1 motor sprinkler; Canyon section, 2 motor sprinklers.

A crew of four men made repairs and improvements to the system, installing new tanks, rebuilding flume, cleaning ditches and repairing rams.



Six new 1600 gallon redwood tanks were installed, 300 feet of flume built and considerable new pipe laid.

### Trails

Trail work prior to July 1st consisted chiefly of maintenance and repair and was performed almost entirely by ranger labor. The trail work for July consisted of the following:

Maintenance work on the trail from Lewis Lake to Heart Lake and from there to Fox Creek via Harebell Snowshoe Cabin, 33 miles.

Maintenance work on the trails in the Canyon District including the Grebe Lake trail, Mt. Washburn trail, Uncle Tom's trail, and the trails paralleling the Canyon.

Maintenance on the Howard Eaton Trail from Norris to Spring Creek via Fountain and Upper Geysers Basin, 60 miles.

Maintenance work on the trail from Lake Station to Thumb and thence to the Continental Divide 4 miles east of Thumb Station, 13 miles.

### Bridges

The following eleven bridges were painted during the month, the color used being the National Park Service green: 1 over the Gardiner River; 1 over Obsidian Creek; 4 over the Gibbon River; 1 over the Madison; 1 over Nez Perce Creek, and 3 over the Firehole River.

### Electrical and Telephone Systems

An electric hot water heater was installed in the bunk house. Twenty poles on street lights and power lines were reset; holes dug and poles set out on new power line to Camping Co.; 540 poles were reset and slack wire pulled up on Lake to Sylvan Pass telephone line; 85 poles were reset and slack wire pulled up on Lake to Thumb telephone line.

Operation of Power Plant: The power plant was operated in the usual manner. It was run constantly with the results shown in comparison with those of July, 1924, as follows:

	1924	1925
Total current generated, in KWH	60,880	74,000
Of this, sold to public operators at 5¢ KWH	24,539.2	34,697.5
Consumed for street lighting	874	916.0
Balance, consumed in government buildings, for power and lighting, and lost on lines in transit	35,466.8	38,286.5
Peak loads during month in KWH -	158	188
occurred on July 21, 1924, and at 9 p.m. July 23, 1925.		



### Operation of Telephone Office:

The telephone and switchboard office was open daily from 6:30 a.m. to 12:00 midnight. The total business handled was as follows:

	<u>1924</u>	<u>1925</u>
On Government local lines.....	18,097	17,401
On Hotel company lines.....	2,120	2,096
On Long Distance connections....	514	634
	<u>20,731</u>	<u>20,131</u>

### Water and Sewer Systems

General maintenance of water and sewer systems at Mammoth. A reservoir, 50,000 gallon capacity, and serving 4,000 feet 4" water pipe to Thumb Auto Camp was built during the month. Two comfort stations have been started but have not been completed.

### General Sanitation

#### Mosquito Control:

The end of the mosquito nuisance throughout the park occurred around July 19, one week later than in 1924. An investigation was made of all places needing draining for mosquito control throughout the park and a program was prepared for such work some time during the latter part of the present season.

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The chlorine machines treating the sewage from six septic tanks were operated satisfactorily. Special operation tests were made on the direct feed chlorine machines at the Canyon permanent camp and Canyon Ranger Station. Plans were prepared for the sewage tanks at the Thumb and Camp Roosevelt. Twenty-four samples of sewage were collected and analyzed. A special investigation was made of the Sylvan Pass Lodge sewage tank and its operation. Inspections were made of the water supplies of the Chicago, Burlington & Quincy Railroad at Cody and of the city at Cody. Iron Creek and Warm Creek were investigated at the headwaters. Seven samples of waters were collected and examined. Further investigations were made of the swimming pool at the Upper Basin. Special investigations and reports were made of the two creameries and two dairies supplying the park and the park concessioners with milk, cream, butter, buttermilk and cottage cheese. Special investigations were made of the garbage and refuse at the Canyon Camp and at the Upper Basin. An investigation is now being conducted regarding an outbreak of stomach trouble at the Upper Basin Hotel among the employees and the guests. A conference was held with officials of the State Department of Public Health in Montana regarding laboratory work for Yellowstone National Park during the present season.



### Machinery and Equipment

The Master Mechanic and his assistants made repairs and adjustments on all trucks and cars, and did service work on sprinklers, air compressor and caterpillar.

The Blacksmith did horseshoeing and repairs to equipment; also made 48 new doubletrees.

### Painting Dept.

The following work was done by employees of the painting department:

Painted and kalsomined women's rest room, composed of 3 rooms and vestibule; hallway and men's toilet in Postoffice building. Painted and erected signs of designation.

Painted and kalsomined O'Loughlin's quarters, composed of 7 rooms, all sidewalls, ceilings and floors.

Stained outside of Dunraven Pass buildings (3 buildings and 2 toilets).

Stained outside of Tower Falls Ranger Station and officers' quarters; painted 3 rooms and oiled floors of same in Tower Falls Ranger Station.

Made and painted approximately 250 new signs for Wiggins; repaired and repainted old signs, and painted several new signs for Park use - in all approximately 325 signs completed.

Painted roofs and chimneys of following buildings in Mammoth:- Community House; Bilkert's quarters and garage; O'Loughlin's quarters; Wiggins' storehouse; electrical storehouse; old Community building; Joffe's and Robinson's quarters and old morgue. Painted new rear porch, Wiggins' quarters.

Kalsomined and painted woodwork and floors of two rooms in C. Stinnett's quarters.

Painted 11 bridges in park.

Supplied paint and stain for West Thumb Ranger Station.

### General Landscape Work

No special landscape work was done during the month but special care was taken to see that no impairment of the landscape occurred in construction activities.

The project involving the cleaning up of the roadsides between Mammoth and Obsidian Creek beyond Appolinaris Spring was completed during the first week of the month, and a full report made thereon to the friend of the park in the East who is supplying funds for this work. The crew handling this work was moved to the Arnica Creek section of the Lake Shore Road and put to work clearing the right of way on this project.



Special attention was given to the cleaning up of the roadsides in connection with all road construction work. About all of the hotels and permanent camps teams were kept at work by the public utilities doing general cleanup work, all of which was accomplished under the general supervision of rangers.

At West Thumb, in connection with the construction of the new ranger station, extensive cleanup of grounds was accomplished, including the wrecking of the old station and the salvaging of usable lumber. Much cleanup work still remains to be accomplished at the Thumb but this will be done before construction crews in that neighborhood are removed.

#### IV. CONSTRUCTION OF IMPROVEMENTS

##### Buildings

###### Thumb Ranger Station:

A new ranger station was erected at Thumb of Lake during the month near the site of the Old Thumb Station recently removed. This building is a three-room log structure, consisting of a front room for office use, which is connected by a roof span to the kitchen and living rooms situated at right angles to the rear. It is splendidly located, is conveniently arranged, and many favorable comments have been heard regarding its appearance. This work was largely done by ranger labor.

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###### Bear Pit - at Buffalo Corral, Mammoth:

This work was necessitated by the gift of 2 adult (4 years old) bear that have been reared in a state of domestication but have reached an age and size that render them unsafe outside of an inclosure. This inclosure is now in process of construction. Its dimensions are 18 x 60 feet, and consists of a stout wood fence 8 feet high, erected in a manner to prevent their climbing over; a cement plunge or swimming pool with dimensions 7 x 8 feet will be placed at one end of the inclosure which will be supplied with running water from a nearby spring. An unobstructed view of the inclosure will be had from behind the outer wall of the pool. The work will be completed early in August at an estimated cost of about \$200.

##### Roads and Trails

###### Roads - Project #6 - Widening along Firehole River:

This work which was done by force account was completed on July 17th and the crew moved to Bluff Point.



Following is the average personnel of the crew:

1 Foreman	1 Graderman
1 Cook	1 4-horse teamster
1 Flunkey	1 2-horse teamster
1 Compressor operator	1 Blacksmith
2 Jackhammer men	6 Laborers
1 Powder man	3 teams

The total quantities for Project #6 are as follows:

	Unit	Total
Excavation - common -	cu.yds.	746
" - loose rock	" "	1152
" solid rock	" "	3262
12" C.M.P. Culvert in pl.	lin.ft.	312
18" " " " "	" "	24

5,160  
4,416

As considerable of the excavated material was suitable for surfacing it was hauled for some distance and used to surface where most needed on the newly constructed road.

#### Project #9. Reconstructing and Surfacing Sections of the Mammoth-Tower Falls Road.

The excavating and surfacing work on this project was completed on July 3rd and the crew moved to Bridge Bay. A small crew of 6 men and 1 team was retained on the project until the end of July when they were also moved into other work. This small crew finished the retaining walls, parapets, masonry headwall to culverts and made a general cleaning up of the job. A slide containing 100 cubic yards of material occurred at one place on July 3rd and was also removed by this crew.

The complete quantities for this project are as follows:

	Unit	Total
Excavation - common	cu.yds.	1469
" loose rock	" "	7354
" solid rock	" "	5262
12" C.M.P. culvert in place	lin.ft.	326
18" " " " "	" "	70
Masonry retaining wall	perch	120

#### Project #3. Reconstructing Lake Shore Road.

In this project it is proposed to reconstruct the old Lake Shore Road approximately 11 miles in length between West Thumb and Bridge Bay. The north or Bridge Bay end will be constructed with a force account crew in charge of Foreman Enochs, and the south end, or Arnica Creek end, by contract. All clearing will also be done by force account.



Enochs' crew arrived at Bridge Bay on July 8th and until July 16th they worked on building a temporary road three quarters of a mile in length and clearing right-of-way. Actual excavating began July 17th.

The estimate of work done to August 1st is as follows:

	Unit	Total
Excavation - common	cu.yds.	4420
Overhaul stations	" "	6100
18" C.M.P. culvert in place	lin.ft.	96
24" " " " "	" "	84

14,950 feet of roadway was cleared 42 feet wide between stations 29+50 and 178+00.

The road was also constructed with a power grader between stations 28+50 and 94+00, a distance of 6550 feet.

At the end of the month the crew on the Bridge Bay end consisted of the following employees:

1 Foreman	3 Special laborers
1 Cook	6 Four-horse teamsters
1 Plunky	7 Two-horse teamsters
1 Blacksmith	7 Laborers
1 Buzzman	19 Teams
1 Powderman	
1 Graderman	

On July 14th a crew of 6 men and 1 team was placed on the Arnica Creek end and began clearing right-of-way. July 18th the crew was increased to 16 men and 6 teams and July 21st Foreman White also moved in with 8 men and 1 team and a few days later a caterpillar tractor was added to the crew. The right-of-way is being cleared to a width of 42 feet and grubbed 36 feet.

The work is greatly expedited by pulling the trees over, roots and all, then cutting them up on the ground in sections convenient for moving to one side. It was found that by attaching a rope high up on the tree a team could pull most of them. The larger trees are being pulled by the tractor. At the end of the month 5800 feet of right-of-way had been cleared and 4100 grubbed.

On July 22nd proposals were opened for the construction of approximately eight miles of the Lake Shore Road, from station 219+00 to Arnica Creek and the job awarded to McLoughlin & O'Neil of Livingston, Mont., for \$13,421.60.



Following is an estimate of the quantities and the unit prices bid:

500 cu. yds. Rock Excavation @ \$1.25	\$ 625.00
33000 " " Common Excavation @ .36	11550.00
2400 " " Stations overhaul @ .06	144.00
8 miles finishing @ \$100	800.00
634 lin.ft. placing 12" C.M.P. culvert @ 20¢	126.80
368 " " " 18" " " @ 25¢	92.00
138 " " " 24" " " @ 30¢	41.40
106 " " " 36" " " @ 40¢	42.40
Total.....	\$13421.60

Project #7. Widening Bluff Point:

A force account crew in charge of Foreman Weisgerber began work on this project July 18th.

The average personnel of the crew for the month was as follows:

1 Foreman	1 4-horse teamster
1 Cook	1 2-horse teamster
1 Flunkiey	1 Powderman
1 Blacksmith	1 2-horse teamster
1 Compressor operator	9 Laborers
1 Jackhammer man	3 Teams

Although this project is only a little over 1/2 mile in length it is an important piece of work as it would be the only remaining narrow section between West Thumb and Lake upon completion of the Lake Shore Road. The work has been somewhat handicapped by heavy traffic but as a detour is impossible, matters have been helped some by starting work earlier in the morning and quitting before the heavy afternoon travel passes, which is about 4 P.M.

Following is an estimate of the work done to August 1st:

Clearing 1/2 acre	
Excavation, solid rock,	700 cu. yds.
" loose rock	550 " "

No construction work has been done nor contracts made for constructing any of the other nine projects embraced in the first 3-year program of improvement to roads in Yellowstone National Park, i.e.:

Project #1, Firehole Cutoff, new construction, 1-1/4 mile
" #2, Great Fountain Geyser, Basin
Road reconstruction..... 3-1/8 "



Project #4, South Entrance Road, reconstruction.....	1-1/4 miles
" #5, Teton Forest Road, reconstruction.....	9 miles
" #8, Canyon Jct.-Tower Falls Road, widening and surfacing.....	4 "
" #10, East Entrance Road, widening and surfacing.....	7 "
" #11, Mt. Washburn Road, surfacing.....	2 "
" #12, Tower Jct.-Northeast Entrance Road, surfacing.....	1 "
" #13, Bechler River Road, new construction.....	30 "

#### Trails

A new saddle horse trail has been completed from Old Faithful to Mystic Falls, distance 2 miles, and a foot trail paralleling the Loop Road through Black Sand Basin is now being built, entire distance 4 miles; two miles of this trail being completed.

Three miles of new trail from Fox Creek to Mariposa Lake was also under construction during the month.

#### Electrical and Telephone Systems

##### Norris-Lake Telephone Line:

The construction of a new telephone line, 27 miles in length, between Norris Junction and the Lake Hotel, was begun July 4th. The cost of the work will be borne jointly by the Yellowstone Park Hotel Company and the National Park Service, as the new line will replace the present two individual lines. New 25 foot cedar poles and 4 pin fir cross arms are being used. Between Norris and Canyon, 4 wires will be strung for the Hotel Company and four for the National Park Service. Between Canyon and Lake only one 4 pin cross arm will be placed for the present; it will carry two wires each for the Hotel Company and Park Service.



A survey party of three men is employed locating and staking the pole line. At the end of the month they had located from Morris to Alum Creek, approximately 14 miles.

The latter half of the month about 25 men were employed on the construction crew. Five miles of new line was completely built and the old lines demolished, after salvaging the old wire and insulators. Where timber is encountered a swath of sufficient width is cut and the felled trees cut up and piled ready for burning in the fall.

As the crew is now well organized we expect to more than double the mileage in August.



## V. PROTECTION DEPARTMENT.

### Forest Fires

Only one forest fire has occurred this season to date. It was located at a point midway between the West Yellowstone checking station and Riverside ranger station on July 31st. The fire broke out at a point about 500 feet off the old road to Riverside, and was promptly located and extinguished. There was no damage of consequence.

### Forest Insects and Control

Spraying for the control of the sawfly and needletyer caterpillar defoliators of the lodgepole pine started July 16th and ended July 31st. A strip of timber averaging one hundred and fifty feet on either side of the highway from the Western Entrance to the first bridge across the Madison River, a distance of about seven and one-half miles, was sprayed. Thirty-seven hundred pounds of arsenate of lead, one hundred and forty-eight gallons of oil, and fifty-nine thousand two hundred gallons of water were used. The spraying was done with a large Fitzhenry-Guptil motor truck sprayer borrowed from the Bureau of Entomology, a regular motor truck sprinkler for water, and a crew of nine men. As the insects were just hatching as the work was in progress, the effect of the spraying should be the same as last year, complete control in the area sprayed.

### Flowers

When the park opened in June 1925, vegetation was more advanced than in 1924. By July 1, the white phlox and forget-me-not were mostly done at elevations below 6500 feet. There was a great show of lupines, and paintbrushes were coming in. Throughout July these flowers abounded, the lupines covering many acres with solid blue on the slopes of Specimen Ridge. Bitterroot was plentiful and brilliant at first at low levels, and later on Specimen Ridge Peak. Arnica species were abundant both in timber and on open hills. Later, the tall larkspur was unusually deep colored, and this was followed by great beds of little sunflowers.

On Mt. Washburn, the huge hills of local, white, purple and blue, were in fine color throughout the month. Stonecrops, groundsels and dwarf yellow asters added copiously in tints of yellow. And white cushions of phlox dotted hills and roadsides. The big purple waterleaf was unusually plentiful and enduring.

Copious rains have kept the flower gardens in fine condition all through the month.



### Birds

The bird life appears to have been as usual for the month. The birds attracting most tourist attention are the osprey, eagles, raven, Western tanager, mountain bluebird, Cassin purple finch, white-crowned sparrow, and water ouzel.

### Wild Animals

Wild animal conditions throughout the park are excellent. There is nothing special to report on elk, moose, sheep, deer and antelope. They are commonly seen by rangers on patrol. Individuals and occasional small bands are frequently seen on the meadows paralleling the loop road.

Elk: A band of 60 elk was recently observed from the road on the meadows of the Gibbon near Morris Junction, and a band of about 40 are often seen from the road overlooking Hayden Valley. A band of 250 were observed on the 25th along the trail to Fawn Pass, and of this number there were about 100 calves. This is an unusually high rate of increase and indicates a more than average calf crop.

Buffalo: There is nothing of particular interest regarding buffalo at this time. They have an extensive summer range, along the slopes and meadows of the Upper Lamar, and have been quite widely scattered throughout the month. By reason of flood water conditions early in the month and the haying operations now under way at the Buffalo Ranch a full count of the 1925 calf crop has not been had. The maximum count submitted to date is 71.

Bears: The bears are, as ever, the principal wild animal attraction for park visitors. Their appearances are well timed and frequent. If you fail to visit their feed grounds they will oblige you by appearing at the roadside. They do not want you to leave the park without seeing them. Twenty-seven grizzlies were reported at the Canyon Hotel feed ground on the evening of the 18th. They were observed by about 300 park visitors. The black and brown bear predominate at Lake and Basin. The roadside appearances are limited to bear of the black and brown variety.

Small animals are numerous, as usual, and attract their share of passing interest. The woodchuck is the favorite of this group by reason of his playful antics and apparent willingness to be photographed. The beaver is more interesting but is difficult to approach. Beaver colonies are not conveniently located for park visitors except in the Tower Falls District where daily guide service is available to a nearby colony of considerable size.

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### Dogs

748 dogs were admitted during the month subject to the conditions that they be kept on leash or crated at all times while in the park. The season total to date is 1090, as compared with 1101 to August 1st of last year.



### Buffalo and Other Ranch Operations

There is nothing of special interest to report on ranch operations for the month. Haying has been under way at Buffalo Ranch; Slough Creek and Yanceys since the 23rd. 100 tons have been stacked at Buffalo Ranch and an additional 150 tons have been cut. 25 tons have been stacked at Slough Creek and an additional 75 tons have been cut. 13 tons have been cut and stacked at Yanceys.

### Fish and Fish Planting

Fishing: Reports from exit stations show a total of 21,192 fish taken from the lakes and streams of the park during the month, which together with 4363 reported for the month of June makes a total of 25,555 for the season to date. This figure does not include the catch by rail tourists or the hundreds of summer residents. The reported catch for July 1924 was 22648 and for July 1923, 24499.

Fish Planting: 1,138,000 fry were planted in park waters during the month. They were distributed as follows:

Squaw Lake	50,000
Slough Creek	90,000
Transportation Creek	50,000
Long Creek	50,000
Clear Creek	275,000
Cub Creek	90,000
Flat Mountain Arm	150,000
Sylvan Lake	63,000
Pelican Creek	65,000
Thumb #1	50,000
Thumb #2	50,000
Grinnell Creek	65,000
Blacktail Deer Creek	90,000
	<hr/> 1,138,000

1,431,000 eyed eggs were also planted in park waters during the month and were distributed as follows:

Chipmunk Creek	180,000
Trout Creek	240,000
Clear Creek	240,000
Cub Creek	240,000
Bucks Lake	25,000
Shrimp Lake	25,000
Culler Lake	25,000
South Fork of Fish Creek	25,000



Fish Lake	300,000
Pebble Creek	100,000
Experiment boxes	31,000
	<u>1,431,000</u>

6,476,000 eyed eggs were shipped to points outside the park.

#### Geysers, Hot Springs, Etc.

The following report was submitted by the ranger in charge of Old Faithful Ranger Station:

<u>Name</u>	<u>Interval</u>	<u>Remarks</u>
Old Faithful	57 to 67 minutes	Average 64 minutes
Daisy	71 to 82 "	
Grand	8 to 12 hours	
Riverside	7 to 8 hours	
Giant	June 20 to July 5th	Played at night both times. Last check not certain.
Giantess	No check.	Has not played this season.

#### Horris Geyser Basin:

Mud Geyser played July 13th, 1925. Eruption started at 9:30 a.m. and continued until 1:00 p.m.

Constant Geyser stopped playing at 9:30 a.m., July 13th, and has not played since.

Whirligig Geyser shoots only a small stream of steam and water. The crater is never emptied as before.

The new geyser which we just reported played again July 14 at 3:30 p.m. For the first time it shot a thick muddy water.

The new activity in front of old lunch station has again gone dry and only steam escapes. The noise made surpasses that of the black growler.

Things may become adjusted when the crater of the mud geyser fills again.

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Dr. Arthur L. Day, Director of the Geophysical Laboratory of the Carnegie Institution, and Dr. Eugene T. Allen of the same institution arrived in the park July 12th to make a preliminary survey for a program of geophysical and geochemical research to cover a period of probably five years. They will continue the work begun by Arnold Hague and his associates, handling the



problems left unfinished by former investigators by the methods of modern geology. The field work comprises chiefly the investigation of steam vents for evidences of super-heat and the collecting of gas and water samples for analysis in the laboratories of the Institution. During July the preliminary reconnaissance covered the entire Mammoth region, Obsidian Cliff, the Norris, Lower and Upper Geyser Basins, Sulphur Mountain, Mt. Washburn, Tower Falls and the hot springs in the Canyon.

#### Arrests and Violations of Law

A total of 26 arrests were made in the park during the month. Numerous minor infractions of park regulations were reported and dealt with according to their merits; some received reprimands and others were advised and cautioned. There have been three reported instances of defacing hot springs and geyser formations. One offender was apprehended and released with a reprimand after he had erased his name from the formation. The circumstances in each of the other cases were aggravated and special efforts were made to locate the offenders but without success.

Hearings were had before the United States Commissioner in the following named cases, to wit:-

U.S. vs. Joseph K. Van Ellis, 4316 West Wilcox, Chicago, Ill.  
Charge:- Violation of the National Motor Vehicles Theft Act.  
Arresting Officer. Julius L. Greer, Deputy U.S. Marshal.  
Plea, waiver.

Judgment - Held for appearance before the Federal Grand Jury, District of Wyoming, at Cheyenne. Bond fixed at \$2000.00 and the same being in default the prisoner was removed to the County Jail at Cheyenne, Wyo.

U.S. vs. Lyle Tytle, Yellow Bus Driver #86.  
Charge:- Speeding.  
Disposition. Case pending.

U.S. vs. Dr. Maximilian R. Schneller of Mott, N.D.  
Charge:- Speeding.  
Disposition. Fined \$5.00 and costs.

U.S. vs. Mr. E. O. Davis, 6918 Parnell, Chicago, Ill.  
Charge:- Speeding.  
Disposition. Fined \$10.00 and costs.

U.S. vs. Mr. C. F. McDonald, Yellow Bus Driver #140.  
Charge:- Speeding.  
Disposition. Complaint dismissed.

U.S. vs. Howard Varney, Yellow Bus Driver #210.  
Charge:- Speeding.  
Disposition. Complaint dismissed.



U.S. vs. ) George Owen of St. Louis, Mo.

( William Parker of Racine, Wis.

Charge:- Attempted burglary. Disorderly and obnoxious conduct.

Disposition: Fined \$50 each and costs, and in default of payment were committed to the Yellowstone Park jail for 30 days.

U.S. vs. Mr. James Webb of Glendale, Calif.

Charge:- Speeding.

Disposition. Fined \$13 and costs.

Re. Tony Glevinich, Don Taylor, R. M. Bowen, D. H. Candland, Roy Upp, Carl Fagerholt, Art Salsman, and Hobart Rickman of Mammoth Hot Springs, Wyo.

Charge:- Gambling.

Disposition. Informal hearing before the Commissioner. Defendants discharged with reprimand and pledges as to future conduct.

U.S. vs. (Mr. Homer Warren Watkins of 2410 Warren St.,

( Chicago, Ill.

(Leh Mar Zeigler of 1828 Brainard St., Detroit, Mich.

Charge:- Disorderly conduct, consisting of indecent and repugnant advances to the following named persons: Stanley Crosby, Lewellyn Van Fleet, and Jack B. Wisely of Yellowstone Park, Wyo.

Disposition. Defendants entered pleas of guilty. Defendant Watkins was fined \$100 on each of two counts, total \$200 and costs. Defendant Zeigler was fined \$100 and costs. Both fines were promptly paid and the defendants were released from custody.

U.S. vs. C. J. Dhoage of Rawlins, Wyo.

Charge:- Speeding.

Disposition. Fined \$10 and costs.

U.S. vs. Howard A. Bodine, S. E. McCleary, B. A. Clopton and A. H. Douthert, drivers of yellow busses 156, 103, 190 and 155 respectively.

Charge:- Speeding.

Disposition. Each defendant fined \$10 and costs, total \$40 and costs.

U.S. vs. Fred W. Newell, Jr., yellow bus driver #183.

Charge:- Speeding.

Disposition. Fined \$10 and costs.

U.S. vs. I. W. Wikler, of 1639 Harrison St., Denver, Colo.

Charge:- Speeding.

Disposition. Fined \$13.00 and costs.



### Accidents and Casualties

#### Re. Mrs. Luella King of Lewis Lake Camp, Yellowstone Park, Wyo.

The illness of Mrs. King was reported to the ranger in charge of Thumb Station on the evening of July 1st. She was believed at the time to be afflicted with tonsillitis. There were some indications, however, of diphtheria. She was treated by a tourist physician who was present when her illness was first reported and hospital treatment was promptly recommended. She was removed to a hospital at Lander, Wyo., at her own special request on the morning of July 3rd, arriving at Lander on the regular bus schedule. Subsequent reports advise that she died on July 5th. We have not been advised as to the final diagnosis of this case but the usual precautions have been taken to prevent the spread of contagious or infectious disease. Mrs. King was employed as cook at the Lewis Lake Camp.

Re. Mr. A. L. Barandel, Park visitor, driving Studebaker car, Idaho license #32,403, permit #32311. He collided with NPS truck #512 on the highway in the vicinity of Lake Ranger Station. The incident occurred on July 6th at 5:00 p.m., resulting in damages of a minor nature to the car of Mr. Barandel. The complainant charges that there was plenty of room for cars to pass but that the truck driver exacted more than his share of the road. Mr. Charles Enochs, road foreman, witnessed the collision and states that the truck was not moving - was in fact stuck in the sand and that Mr. Barandel misjudged his distance and clearance and failed to slow down while passing. No claims have been formally submitted in the matter.

Re. Isador Kisber, Park visitor. Accidental injuries resulting in death. The accident occurred on July 7, 1925, about 5:30 p.m. in the canyon of Tower Creek near the falls. Mr. Kisber and a companion by the name K. V. Jenkins had descended the Canyon from a point near the observation platform and were attempting to ascend the south wall from a point near the foot of the falls. It appears that when he had reached a point about 50 feet from the floor of the Canyon he dislodged a boulder to which he was holding for support and fell to the rocks below. The rangers at Tower Falls station were immediately notified and Rangers Bauman and Rynearson proceeded at once to the scene of the accident. They found upon arrival that Mr. Kisber had been carried to the elevation at the brink of the canyon. He was placed in Bauman's car and hurriedly removed to Camp Roosevelt where he was given first aid. The Park Hospital at Mammoth Hot Springs was promptly notified and Dr. Strickland responded with an ambulance and the patient was removed to the hospital in record time. It was decided upon his arrival that his skull had been fractured and a surgical operation was performed by Dr. G. A. Windsor, the surgeon in charge of the hospital. The condition of the patient was critical from the beginning and the chances for his recovery were slight. His death occurred on July 16th.

Re. Mr. Peter Gorrie of Forsyth, Mont., License #45958, permit #22840. Damages to running board and left hand fender of his car and to



camping equipment strapped to the running board. The damage was caused by a yellow bus skidding on a down grade and running into him. The number of the yellow bus was not reported. The accident occurred on the Cody Road at a point about one mile east of the park boundary. The incident occurred on July 11th. Mr. Gorrie will present a claim for damages to the transportation company.

Re. Mrs. H. G. Bork, 709 East Kemp St., Watertown, S.D.  
Damages to the rack on rear of car caused by Chevrolet car driven by Mr. J. E. Parker of Portland, Ore., permit #2834, California license #215-734. Mr. Parker admitted full responsibility for the damage and an amicable settlement was had. Date of this occurrence July 13th.

Re. Yellow Bus #244. An unidentified Ford car cut in ahead of Yellow Bus #244 at a point on the highway near Canyon Hotel and in order to avoid a collision the bus was forced into a ditch. The bus was recalled for inspection and the passengers proceeded on another conveyance to destination. There were no personal injuries. This incident occurred on July 13th.

Re. Mr. W. A. Blomberg, 601 Seventh Ave., South, Minneapolis, Minn.  
Damage to camping equipment on baggage carrier attached to running board of his car. The damage was occasioned by Yellow Bus #275 which upon passing in opposite direction knocked his carrier and luggage off the car. There is some dispute as to the rate of speed the bus was traveling and other circumstances connected with the incident but the transportation company officials advise that a settlement with the claimant is being arranged. The collision occurred on the Cody Road at a point about eleven miles east of the park boundary on July 13, 1925, at 2:00 p.m.

Re. Mr. Hill Ehrisman, 327 South Main St., Decatur, Ill. Ford car overturned wrecking top and windshield and resulting in minor injuries to Mr. Ehrisman and Mr. George Roberts, address same as above. The incident was occasioned by defective brakes. The driver lost control of his car while descending Sylvan Pass and had to run into a bank to stop it. The date of this occurrence was July 15th.

Re. Mrs. Anna Lenora Deifenbach of Dayton, Ohio. Mrs. Deifenbach died suddenly on the morning of July 16th at 8:15 while in the dressing rooms of the Union Pacific Depot at West Yellowstone. Dr. J. H. Fullbright of Springfield, Mo., and a trained nurse were in attendance at the time. The case was diagnosed as edema of the lungs. The husband of the deceased was present at the time and directed the disposition of the remains.

Re. Yellowstone Special, Union Pacific System, Train #45. This train due at West Yellowstone at 7:30 A.M. July 16th was delayed 2 hours and 55 minutes on account of the cars being derailed. This occurred at a point about 41 miles south of West Yellowstone. There were no personal injuries.



Re. Mr. Bruce Nance, Park Visitor, of Hollis, Okla. Painful injuries were suffered by Mr. Nance about noon of July 12th when he broke through the formation near Thumb Station resulting in a severe burn on the left foot and leg reaching to the knee. He reported at the ranger station with other members of his party and was given "first aid." They accounted for his injury by saying that he had stepped off the boardwalk and broke through the crust of the formation but a careful examination of the boardwalk throughout its entire length disclosed no breaks in the vicinity of the walk, so it appears that he must have been walking over a part of the formation where danger signs have been posted. Recent changes in the formation have necessitated some changes in the boardwalk so as to reach new points of interest and signs are conspicuously posted at all points on the formation that are considered unsafe. No information could be obtained from any of the members of his party as to the exact point where the break in the formation occurred.

Re. Mrs. H. P. Knapp, 47 North Lockwood Ave., Chicago, Ill. Mrs. Knapp was fatally burned at Canyon Public Auto Camp on the evening of July 12th. The burns were caused by the explosion of a gasoline stove that comprised a part of their camping equipment. The Knapp party consisted of Dr. and Mrs. H. P. Knapp and their two children; they had finished their supper and were preparing to wash the dishes. Mrs. Knapp was standing a few feet from the stove when the explosion occurred. She was sprayed with the contents of the exploded gas tank and her clothing ignited. Dr. Knapp and nearby campers rushed to her assistance. She was immediately wrapped in blankets and the flames extinguished but not until she had been severely burned about the face, hands, arms, back, legs and thighs. First aid was promptly rendered and the nurse from Canyon Hotel was rushed by auto to the scene of the accident. She quickly completed the work of bandaging the burns and the patient arrived at Canyon Hotel dispensary within 25 minutes of the time when the injury occurred. Mrs. Knapp was removed to the Park Hospital at Mammoth Hot Springs on the morning of July 13th and on the afternoon of the same day she died. The rangers at Canyon Station were highly commended by Dr. Knapp for excellent services quickly performed.

Re. auto accident and death of F. L. Stauffer of Blue Rapids, Kans. Mr. Stauffer and wife and two daughters, Margaret and Mary Elizabeth, ages 13 and 11 respectively, entered Yellowstone National Park via the North Gate on the morning of July 15th, 1925, auto permit #3193, Ford Sedan, Kansas License #131473. They proceeded south via Mammoth Hot Springs to a point about 3 miles from Mammoth where they stopped on a grade to cool their engine and procure a fresh supply of water at a roadside spring. They were preceded by a Cleveland car, Wyoming license #31212, owned and driven by G. C. Threet of Lovell, Wyo.; the Cleveland car had stopped on the road near the spring. Mr. Threet was accompanied by his wife and little boy and Mr. and Mrs. J. R. Smith of Watertown, Tenn. It appears that the driver of the Cleveland car had put his gear in neutral and had stopped the engine, and the car was stationary with the emergency brake applied. Mr. Threet and Mr. Smith were out of the car. The car



of Mr. Stauffer had stopped at a short distance to the rear of the Cleveland car. Upon being told by Mr. Threet that he could get fresh water for his radiator at the spring nearby, Mr. Stauffer got out of his car and removed the radiator cap, and was standing in front of his car. Mrs. Stauffer and her two daughters were in the car. Mrs. Stauffer suddenly observed that the Cleveland car was backing down the grade directly toward them and called to her husband to look out. He was standing with his back to the approaching car, and immediately leaped to his own right and to the left of his own car, and barely missed being caught between the cars when they collided, the rear end of the Cleveland striking the front end of the Ford sedan. The impact put both cars in motion and they drifted down grade for a few feet and went over the bank on the left side of the road. The Ford car was the first to leave the road and the Cleveland followed close after. Mr. Stauffer was found immediately thereafter under the wreckage of the Cleveland car and he died before assistance could be given. There was considerable weight of wreckage across his neck and he appeared to have died from strangulation. All passengers of the Cleveland car had abandoned the same before it left the road, although Mr. Threet, Mrs. Threet and Mrs. J. R. Smith complained of minor injuries. Mrs. Stauffer abandoned the Ford before it left the road and attempted to remove her daughters but was unsuccessful. Fortunately they suffered no injuries when the car left the road. The body of Mr. Stauffer was removed to Livingston, Mont., by Undertaker Walter Selby. The cars were removed to Mammoth Hot Springs by the Chief Ranger and his assistants and the persons involved were identified and their personal effects were delivered to them. Mrs. Stauffer and her daughters were given accommodations at Mammoth Camp pending the arrival of friends who were located at Thumb Auto Camp.

This report is based on the statements of Mr. and Mrs. J. R. Smith, of Watertown, Tenn., who were passengers in the C. C. Threet car, and on the statements of Mrs. F. L. Stauffer and her daughters, Margaret and Mary Elizabeth, of Blue Rapids, Kansas, as made to Park Ranger Julius L. Greer on the day following the accident.

Re. Mr. Geo. Whistler, of 3439 Elaine Place, Chicago, Ill.  
Minor accident resulting in damages to the right front fender of Mr. Whistler's car. The damage was occasioned by Yellow Bus #307 attempting to pass him on a curve where they were met by another car moving in the reverse direction. Three cars could not safely pass at this point and some crowding resulted. Mr. Whistler's damages were slight and he was not disposed to press a charge of reckless driving so the matter was concluded by making a formal report of the incident. This occurred on July 15th about 1:35 p.m.

Re. Mr. W. W. Withrow of Teague, Texas, driving Studebaker Light Six, reported a near collision with two horse team and wagon on the grade near Undine Falls, Tower Falls Road. The team was ascending the grade on the wrong side of the road. The identity of the teamster was not learned.



No damage resulted. Mr. Withrow admitted he was traveling a little fast on the grade and had to apply his brake vigorously to avoid a collision. This occurred on July 15th at 11:35 A.M.

Re. Mr. E. B. Ruger, Buick car, Pennsylvania License #104714, permit #24263. Mr. Ruger claims damages in the sum of \$10 to his baggage carrier and gas stove which were knocked from the running board of his car, while it was parked on the roadside near Teton Point, by a passing road grader. This claim is being considered. The incident occurred on July 15th.

Re. Yellow Bus #105. Collision with Government truck #514 on the grade at foot of Jupiter Terrace, Mammoth Hot Springs, on July 15th, at 9:45 A.M. This occurred while the truck was being assisted from a ditch by the roadside and at a time when the truck was moving from the ditch to the center of the road. The bus was slightly damaged as it approached from the rear and failed to stop in time to avoid a collision. No claims or counter claims for damages are anticipated in this case.

Re. Mr. Fred H. Bauman of Des Plaines, Ill., License #628,147. Mr. Bauman reports slight damage to his car as a result of a near collision with Government Ford truck #552. It occurred on a grade near Mammoth Hot Springs on July 16th about 9:30 a.m. There was some dispute at the time as to who was at fault but the parties involved adjusted their differences.

Re. Mr. Perry Lee, driving White truck, permit #3184, Montana license #76264. Mr. Lee attempted to pass a lineup of tourist cars on the lopp road near the Spring Creek Road Camp. These cars were parked along the road while the tourists were photographing a bear. He attempted to pass on the outside of the road when upon reaching the outer edge the roadbed gave way and his truck turned over in the creek by the roadside. The truck was hauled back on the road next day and proceeded to its destination. Mr. Lee was hauling gasoline from Gardiner to Moran, Wyo., and his reported damage consists of a loss of about 95 gallons of gas. This occurred on July 16th. All witnesses had disappeared before a ranger arrived.

Re. Mr. J. C. Berky of Miles City, Mont., Chevrolet car, license #70259. Reported damages to the front and rear left fenders of his car and to a box attached to the running board. The incident occurred on July 17th at 11:00 a.m., while passing Government sprinkler truck #533 at a narrow point in the road between the Lower Falls of the Yellowstone and Inspiration Point. The road at this point is about 16 feet wide; both cars were traveling at the rate of about 7 miles per hour in opposite directions. Each of the drivers charge the other with responsibility for the collision and the matter is being investigated at this time. Mr. Berky estimates his damage at \$60.00.

Re. Mr. G. A. Holm of Cody, Wyo. Ford car permit #25391, license #166321. Mr. Holm reported minor personal injuries to himself and two ladies who accompanied him and damages to his car in the sum of \$45.85 as



a result of their being crowded off the road in Gibbon Canyon and forced into the river that parallels the road. The alleged offender is said to have been driving an Essex car, Utah license #25992. Park Ranger Hoyt arrived shortly after the incident was brought to his attention and attempted to locate the Essex car but sufficient time had elapsed to enable the party in question to exit at West Yellowstone. Mr. Holm left Old Faithful station en route to his home on July 23rd, with the assurance that we would help him in every possible way to locate the person responsible for his injury and damage. The incident occurred on July 20th.

Re. Mr. John B. Baker of 986 Broadway, North Bergen, N.J. Mr. Baker reported slight damage to the left rear fender of his car in a near collision with Yellow Bus #336 on July 17th at a point 1/4 mile east of Sylvan Pass Station on the Cody Road. Witnesses are not agreed as to who was at fault and the parties in interest submit conflicting reports. The damage was slight and no claims have been filed. The only question at issue is a dispute over who took more than his share of the road.

Re. Mr. Charles Shortt, Chevrolet car, Utah License #39417, permit #12550, address #57, Shelly Ave., Salt Lake City, Utah. Mr. Shortt collided with Yellow Bus #201 on the highway between the Upper and Lower Geyser Basins resulting in damages to his car, provisions and equipment which he estimated at \$18.00. The parties in interest adjusted their differences to the satisfaction of all concerned. The incident occurred on July 23rd.

Re. Mr. J. Kraulakken, Minnesota Ford, license #116385, permit #3759, and Mr. E. P. Corlan, Illinois Chevrolet, license #890555, permit #13794. Mr. Kraulakken was crowded off the road near Fountain Station by the driver of the Chevrolet car which attempted to pass him while he was passing another car parked by the roadside. Damages totaling \$13.75 were acknowledged and paid, and the incident was concluded to the satisfaction of all concerned. Dated July 23rd.

Re. Dr. Clinton Roath, address 539 Consolidated Realty Bldg., Los Angeles, Calif. Dr. Roath, while driving Packard car, California License #831051 collided with Yellow Bus #277 at a point 13.4 miles from Old Faithful on the highway between Old Faithful and Madison Junction, time 1:45 p.m., July 25, 1925. Both cars were badly wrecked. The occupants of the Packard car, consisting of Dr. Roath, Mrs. Stella Roath, Edna Roath and Clinton A. Roath, suffered painful but not serious injuries in the form of cuts and bruises. Harold Varney, driver of Yellow Bus #227 received a severe cut on the leg. They were all removed to Mammoth Hot Springs for hospital treatment and released within a few days. The collision occurred near a curve and both cars were exceeding the speed limit. It appears from the reports that the Packard approached the yellow bus on the wrong side of the road and that upon their near approach the bus driver attempted to pass on his own left at about the same instant when the driver of the Packard decided to take the road to his own right. Reports have been submitted by the insurance adjusters for the parties in interest and the case is in process of settlement.



Re. Mr. H. B. Thomas of Dallas, Texas. The car of Mr. Thomas coasted backward down a grade on the road near Tower Falls Station. It left the road and went down an incline for a distance of about 40 feet. It turned completely over and was considerably damaged. The wife of Mr. Thomas was in the car at the time and was slightly injured. The accident was occasioned by defective brake bands which failed to hold when he killed his engine on the grade.

Re. Mr. S. B. Rough, Idaho Ford, license #22167, permit #13620. Mr. Rough left the road on a sharp curve 4 miles east of West Yellowstone Ranger Station about 10:00 p.m. of the 25th. He went down an incline several feet from the road and his car was considerably damaged. He was traveling alone and was not injured. Mr. Rough admitted that the accident was occasioned by his falling asleep at the wheel.

Re. Mr. Herman Reuckling, Jr., address 4236 Linton Ave., St. Louis, Mo. Mr. Reuckling's car left the road and turned over at a point near Dog Head Creek on the highway between Thumb and Snake River. It was occasioned by a key in the steering gear shearing off, causing the driver to lose control of his car. Minor personal injuries were sustained by Mr. Frank Spott who was riding in the car at the time. The car was slightly damaged. This incident occurred on July 20th about 8:00 A.M.

Re. Ruth Burgert, 1113 Mass St., Lawrence, Kansas. The 4 year old daughter of Mr. R. O. Burgert, address above noted, suffered a fracture of the lower right leg at 4:30 p.m. July 29th. The accident occurred at Fishing Bridge, near the outlet of Yellowstone Lake, and resulted from her stepping in front of a near approaching car driven by Mr. R. J. Gibson of 3742 North Tripp, Chicago, Ill. Mr. Gibson had no warning of her intentions and is said to have stopped his car almost instantly when he realized what had happened. Mr. Gibson is reported to have been traveling at the rate of about 5 miles per hour. Claims for damages in this case are not likely to be made in view of the reported circumstances. Park Ranger William Kocher has made a full report of this case.

Re. Mr. W. H. Rothwell of Billings, Mont. Mr. Rothwell lost control of his Ford light truck on the grade along Spring Creek - Basin to Thumb highway - on July 30th. His car left the road and turned over, resulting in minor personal injuries to Viva Shafner of Billings, Mont., who was riding in the car at the time of the accident. John Kent and Elsie Walters also of Billings were in the car at the time but were not injured. The accident resulted from a broken rear axle.

Re. Mr. Jake Sinnea of Manhattan, Mont., Ford car, Montana license #4414. Mr. Sinnea reported collision with Yellow Car #714 of the Yellowstone Park Transportation Company. The accident occurred on a curve in Dunraven pass when the cars were attempting to pass in



opposite directions. Considerable damages were sustained by both cars. There were no personal injuries. The statements of witnesses were conflicting and both drivers appear to have been partly at fault. An amicable settlement of the controversy was made in the presence of the ranger in charge of the Chief Ranger's office by the parties in interest agreeing that each would pay for their own repairs and expenses that were incident to the collision. The incident occurred on July 30th, at 3:45 p.m.

Re. Mr. J. L. Steck, 1924 East 75th St., Cleveland Ohio - Moon car, Ohio license #510875. Mr. Steck reports damages to his right front fender and running board which resulted from running into a ditch by the roadside while passing H.P.S. sprinkler truck #1 on the highway at Mammoth Hot Springs. The statements of witnesses are conflicting as to the necessity for taking the ditch and there is some evidence to the effect that he ran into the ditch without seeing it. The matter was amicably adjusted by having the fender and running board repaired at the Government garage without charge.

Re. Joseph Douglas, Assistant Chief Ranger - personal injuries. Injury occurred on June 27th, 1925, at 6:20 p.m. He was riding a motorcycle from Norris to Mammoth Hot Springs, and while attempting to pass an automobile on Swan Lake Flat was crowded off the road and thrown from his machine, suffering injuries to his head, chest, abdomen and back. The period of his disability was from June 28th to July 1st, 1925, inclusive.

Re. Hugh J. Eyerly, Park Service employee - personal injuries. Injury occurred on July 5th, 1925, 10:00 a.m., and consists of dizziness resulting from a fall, causing head to strike against the post of a paint swing. The probable duration of disability is indefinite.

Re. O. F. Wilson, Park Service employee - personal injuries. Injury occurred on July 9th, 1925, at 10:45 a.m., and consists of fractured left tibia, sprained back and contusions of lower right chest. The injuries resulted from falling timbers, comprising the span of an old bridge on the Lake Shore Road. The probable duration of his disability is indefinite.

Re. William L. Wright, Park Service employee - personal injuries. Injury occurred on July 10th, 1925, 7:00 p.m., and was occasioned by cranking an F.W.D. truck, resulting in sprained muscles in back. His disability will probably be of short duration.

Re. Kenneth C. Wahl, Park Ranger, - personal injuries. Injury occurred on July 10th, 1925, 4:30 p.m. on the highway between Mammoth and Golden Gate. He was on motorcycle patrol and the injury resulted from his motorcycle skidding and running off the road against a tree,



causing a contusion of the right leg. The disability terminated on July 17th, 1925.

Re. Ward L. Duvall, Park Service employee, personal injuries. Injury occurred on July 11th, 1925, at 6:30 a.m., and was occasioned by cranking a Ford truck which backfired resulting in the fracture of the 3rd phalanx, right thumb. The period of disability will probably be of three weeks' duration.

Re. George Carson, Park Service employee, personal injuries. Injury occurred on July 12th, 1925, 9:30 a.m., and was occasioned by a piece of timber falling against ankle resulting in fractured tibia and fibula, left leg. The probable duration of disability is about 6 weeks.

Re. Anthony B. Nelson, Park Service employee, personal injury. Injury occurred on July 13th, 1925, 2:00 p.m., and was occasioned by his foot slipping while lifting a rock, resulting in the spraining of the left knee. Probable duration of disability, 20 days.

Re. Sherman Likens, Park Service employee, personal injuries. Injury occurred on July 14, 1925, 3:00 p.m., and was occasioned by a twisted ankle while descending a hill, resulting in a fracture of the left fibula; the probable duration of the disability is 6 weeks.

Re. Howard Olson, Park Service employee, personal injuries. Injury occurred on July 4th, 1925, 9:00 a.m., and was occasioned by a wire scratching and lacerating the forefinger of the right hand and resulting in infection. Duration of disability, 10 days.

#### Special Incidents

Re. Mr. L. J. Kreutzberg of San Antonio, Texas, Ford car license #27341. Mr. Kreutzberg was apprehended at Norris Station on July 16th and escorted to the north entrance of the park where he was detained pending inquiry into a charge of leaving a camp fire burning in the National Forests near Heihart, Mont. Mr. Kreutzberg was placed at the disposal of Supervisor G. E. Martin of the Absaroka National Forest, who was conducting the inquiry.

Re. Harry Mayer, Yellow Bus Driver #145. Mr. Mayer was apprehended on July 16th on request of the Sheriff of Park County, Montana. He was detained at the Chief Ranger's office pending the arrival of an officer from Livingston. Deputy Sheriff Vinacke arrived at 5 p.m. of the above date and the prisoner was delivered to him.

Re. A. C. Cavanaugh, Yellow Bus Driver #50. Mr. Cavanaugh was accused of assaulting a young woman guest of the Yellowstone Park Camps Co. at Mammoth Hot Springs on the evening of July 8th. He was



called to the Chief Ranger's office on the 14th and questioned regarding the charges which he admitted were substantially true. He was discharged from his employment on the request of the Superintendent and was escorted out of the park via the North entrance by Park Ranger Earl S. Bowman. He escaped prosecution because of the reluctance of the young woman to make formal complaint.

## VI. MUSEUM, NATURE GUIDE WORK, EDUCATIONAL WORK.

### 1. Conduct of Museum:

One person has been occupied practically all the time in the Museum answering road questions, while several could have been kept active pointing out the exhibits which so many fail to observe. The attitude of visitors has shown a great desire to learn all possible about the park. Very great interest seems to center around the animals and flowers. The bird pictures are being constantly commented upon. Very great interest is taken in the bust of Queen Victoria carved by beavers. Many will not believe that the carving was done by an animal other than man. The attendance has been large all month.

Early in the mornings people from the hotel who failed to visit the Museum the night previous flock to the building; also many auto tourists drop in for road news and information. This crowd predominates until the hotel tourists get back from the morning hikes, and trips. Then there is a lull from noon until about three, when visitors again become frequent.

The lectures by the rangers at the camps and hotel prove very valuable in creating interest in the Museum and suggesting the value of certain books sold there. The book and pamphlet business has been good as will be seen from the table elsewhere in this report.

An example of a very large beaver cutting was added to the Museum. Smaller examples, food sticks and chips were also added to the beaver exhibit, and the policy was adopted of giving small chips to interested tourists.

The Buffalo Jones Museum at the Buffalo Corral was put in shape, a decorated sign made and placed in same, and the museum opened to the public.

The former Forest & Trail Camp building at Camp Roosevelt has been turned over to Dr. Conard for use as a museum and for research work.



## 2. Buffalo Corral and Zoo:

The attractions at the Buffalo Corral, consisting of 12 adult bull buffalo, one buffalo calf, 28 elk, 4 coyotes, 1 badger and 2 adult bears- black and brown - together with the Buffalo Jones Museum, have been visited by approximately 15,500 July visitors. The total of the visitors in June was 2300 making a season total to date of 17,800. The total of the visitors last season to August 1st was 18,400, the total for June being 6000 and for July 12,400.

The Park Naturalist devoted most of his time during the month to the construction of a flying cage at the zoo, which was completed by the end of the month. An identification sign was painted and placed on same. The following birds have been placed in the cage:

2 blackbilled magpies  
2 Brewer blackbirds  
1 Baldpate duck  
1 Rocky Mountain jay

A cage was also made for the badger which was acquired by the zoo.

The "den" or inclosure, mentioned elsewhere in this report, which is being built for the bears donated by Mrs. Hamilton will be completed early in August.

## 3. Nature Guide Service:

The Ranger guide service at Mammoth Hot Springs and Old Faithful has been maintained on regular morning and afternoon schedules from the hotels and camps throughout the month. This service has also been extended to special parties, upon request, at hours calculated to suit their convenience. The guide party totals for the month are as follows:

Old Faithful Hotel, 5668;	Old Faithful Camp 7784;	total 13,452
Mammoth Hotel 2030;	Mammoth Camp 2723;	1
	Nature Hikes 602 )	" 5,355
		<u>18,807</u>

The guide party totals for Mammoth Hot Springs and Old Faithful for July 1924 are quoted for comparative purposes as follows:

Old Faithful Hotel, 4508;	Old Faithful Camp, 7526,	total 12,034
Mammoth Hotel 1747;	Mammoth Camp 2749,	" 4,496
		<u>16,530</u>

The nature guide service conducted by Dr. Henry S. Conard at Tower Falls leaves Camp Roosevelt twice daily on regular schedule - 9 a.m. and 7 p.m. Another feature of the service at this point is the nature



talks rendered daily at 5 p.m. (total in attendance this season to date, 646). The total of the nature guide parties from Camp Roosevelt this season to August 1st is 672. The total of the nature guide parties at Mammoth Hot Springs, beginning July 14th, is 602.

Public interest in the lecture service at Mammoth Hot Springs and Old Faithful has been attested by large and appreciative audiences throughout the month.

Flower Show: An exhibition of fresh local flowers is kept up daily on the porch of the Museum and Information Office at Mammoth. It has from the first attracted a great deal of attention, and is the center of much interest. Incidentally it beautifies the building and helps serve to identify it. The flowers are chiefly in care of Professor Wilcox.

## VII. MISCELLANEOUS

### 1. Medical Service:

Dr. Strickland reports 38 professional calls on park people and 72 office calls during the month of July.

### 2. Post Office:

Records indicate an increase of about 10½% of outgoing first-class mail over the same period for 1924. This fact indicates that the new 2¢ rate on picture postal cards has not materially affected the numbers being sent by travelers, for the bulk of the outgoing mail always consists of these cards. Cash receipts for the same period were very much in advance of last year, due to the doubling of the rate on postal cards.

The carrier service was maintained on the usual daily schedule around the loop during the month, and was patronized in a much larger degree than it was last year.

### 3. Religious Services:

During July, church services were held in the chapel in accordance with the published schedule, except that the Congregational minister who was to fill the pulpit on the evening of the 26th was away, and his place was filled by the Methodist minister. The services held were as follows:

Roman Catholic, every Sunday morning at 6:00 A.M. and 8:00 A.M.

Episcopal, by Rt. Rev. F. W. Faber, Bishop of Montana, on the morning and evening of July 5th. Episcopal, by Rev. Wm. Friend Day, on



the morning of July 12th, and morning of July 19th.

English Lutheran, by Rev. Geo. C. Koehler, on the evening of July 12th, and morning of July 26th.

Baptist, by Rev. Thos. L. Huxley, on the evening of July 19th.

Methodist by Rev. Newton M. Temple, on the evening of July 26th.

- - - - -

One moving picture permit was granted during July, to Mr. C. D. Sinkey, Pathe Exchange, Butte, Mont.

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Enclosed herewith are two photographs by Haynes - one showing Dunraven Pass Ranger Station and the other the West Thumb Ranger Station completed in July.

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Cordially yours,

HORACE M. ALRIGHT  
Superintendent.

The Director,  
National Park Service,  
Dept. of the Interior,  
Washington, D.C.

AMH

Inclosures.



July 3, 1925.

CIRCULAR NO. 10.

TO:

Yellowstone Park Hotel Company,  
Yellowstone Park Transportation Company,  
Yellowstone Park Camps Company,  
Pryor & Trischman,  
Haynes Pictures, Inc.,  
Mr. George Whittaker,  
Mr. C. A. Hamilton,  
Mr. H. P. Brothers.

It has come to my attention that engineers, mechanics, and other employees of the public utilities, owners of stores, etc., have been connecting on to water, sewer, power and telephone lines belonging to the Government without permission from the Superintendent's office. Very serious consequences are likely to arise from making unauthorized connections, not to mention the irregularity of this procedure.

Copies of this circular must be placed in the hands of all employees concerned with plumbing, electrical or telephone wiring, or water connections. Any violations of this circular by any employee of the public utilities or individual operator will be punishable by having the employee excluded from the park and the employer will be assessed all damages directly or incidentally due to unauthorized connections or interference with Government electric light or telephone wires, sewer and water lines.

The procedure in making connections with these lines will be the same as it is in any city -- application must be made to the Superintendent's office for permission to make connections and these will be approved if proper, after which the work may be done by company employees or by Government employees, depending upon the nature of the connection. All connections with power and telephone lines will be made by Government employees. Costs, if any, are assessed against the party desiring the connections.

HORACE M. ALBRIGHT  
Superintendent.



Department of the Interior  
National Park Service  
Yellowstone National Park  
Yellowstone Park, Wyoming

July 5th, 1925

CIRCULAR #11:

You are hereby advised that Park Ranger, Michael  
Z. Ferguson has been discharged from the service.

His dismissal was occasioned by willful violation of  
park regulations in that he disregarded instructions prohibiting  
the keeping of his car at his duty station and the use of same in  
traveling about from place to place. He further absented himself  
from his duty station without leave. His services were termi-  
nated on July 3rd, 1925.

(Signed) HORACE M. ALBRIGHT  
Superintendent.



DEPARTMENT OF THE INTERIOR.  
NATIONAL PARK SERVICE—YELLOWSTONE NATIONAL PARK.

CHIEF RANGER'S MONTHLY TRAVEL REPORT, MONTH OF July, 192 5

	NORTH.		WEST.		EAST.		SOUTH.		ALL TRAIL ENTRANCES.		SUMMARY.	
	Cars.	People.	Cars.	People.	Cars.	People.	Cars.	People.	Horses.	People.	Cars.	People.
Automobile permits issued	3009	9739	3946	13,546	5031	16,687	1032	3526			13,068	43,498
Automobile permits issued (complimentary)	10	33	10	35	12	35	8	28			40	136
Cars entering second time	108	348	172	554	84	311	72	238			436	1451
Motor-cycle permits issued	11	15	19	23	19	30	3	4			52	73
Total	3138	10,141	4147	14,158	5146	17,063	1165	3796			13,596	45,158
Passengers in horse-drawn vehicles												
Passengers on horseback		137		34		199		10				370
Passengers on bicycles												
Passengers on foot												
Total incoming passengers with private transportation	3138	10,278	4147	14,192	5146	17,262	1165	3806			13,596	45,528
WITH HIRED TRANSPORTATION.												
Yellowstone Park Transportation Co												
Total incoming passengers with hired transportation		6496		8550		3283		65				18,394
Total Incoming Passengers	3138	16,774	4147	22,732	5146	20,545	1165	3871			13,596	63,922

Total automobiles in public camping grounds 29,446 Total passengers Cooke City stage 5225 SEASON TOTAL END OF LAST MONTH 19,821 21,576 45,498

10-3 yl. DEPARTMENT OF THE INTERIOR. NATIONAL PARK SERVICE—YELLOWSTONE NATIONAL PARK. CHIEF RANGER'S MONTHLY TRAVEL REPORT, MONTH OF July, 192 5



STATEMENT SHOWING AUTOMOBILE TRAVEL BY STATES  
YELLOWSTONE NATIONAL PARK - TO JULY 31, 1925, INCLUSIVE

NAME OF STATE	North	West	East	South	Total
	: Pass- : Cars	: Pass- : Cars	: Pass- : Cars	: Pass- : Cars	: Pass- : Cars
Alabama	: 1 : 3	: 6 : 19	: 3 : 7	: 2 : 6	: 12 : 35
Arizona	: 13 : 36	: 36 : 104	: 22 : 71	: 7 : 30	: 78 : 241
Arkansas	: 4 : 17	: 15 : 56	: 32 : 129	: 6 : 18	: 57 : 220
California	: 573 : 1635	: 1111 : 3090	: 257 : 740	: 74 : 223	: 2015 : 5688
Colorado	: 70 : 194	: 133 : 404	: 425 : 1323	: 129 : 404	: 757 : 2325
Connecticut	: 5 : 16	: 9 : 22	: 27 : 74	: 6 : 16	: 47 : 128
Delaware	: 2 : 5	: 1 : 2	: 1 : 2	: 1 : 2	: 5 : 11
Dist. of Col.	: 4 : 10	: 7 : 16	: 13 : 34	: 2 : 7	: 26 : 67
Florida	: 30 : 90	: 24 : 79	: 51 : 151	: 7 : 19	: 112 : 339
Georgia	: 1 : 2	: 4 : 16	: 4 : 16	: 1 : 4	: 10 : 38
Idaho	: 64 : 182	: 850 : 3201	: 22 : 70	: 105 : 380	: 1041 : 3833
Illinois	: 225 : 692	: 101 : 338	: 495 : 1589	: 37 : 111	: 858 : 2730
Indiana	: 71 : 221	: 43 : 135	: 138 : 431	: 10 : 28	: 262 : 815
Iowa	: 129 : 428	: 85 : 264	: 428 : 1369	: 41 : 144	: 683 : 2225
Kansas	: 65 : 230	: 103 : 351	: 275 : 940	: 81 : 251	: 524 : 1772
Kentucky	: 9 : 27	: 14 : 52	: 17 : 50	: 2 : 8	: 42 : 137
Louisiana	: 4 : 15	: 10 : 32	: 13 : 51	: 1 : 2	: 28 : 100
Maine	: 3 : 9	: 3 : 11	: 2 : 4	: 4 : 11	: 12 : 35
Maryland	: 6 : 14	: 5 : 16	: 14 : 49	: 1 : 2	: 26 : 81
Massachusetts	: 21 : 66	: 13 : 34	: 55 : 160	: 10 : 24	: 99 : 284
Michigan	: 123 : 377	: 51 : 141	: 222 : 727	: 23 : 69	: 419 : 1314
Minnesota	: 256 : 831	: 35 : 117	: 272 : 890	: 1 : 2	: 564 : 1840
Mississippi	: 2 : 6	: 7 : 23	: 7 : 28	: 2 : 5	: 18 : 62
Missouri	: 52 : 171	: 76 : 248	: 275 : 696	: 52 : 166	: 455 : 1481
Montana	: 1287 : 4299	: 465 : 1618	: 360 : 1289	: 18 : 60	: 2130 : 7266
Nebraska	: 77 : 244	: 51 : 168	: 425 : 1467	: 62 : 201	: 615 : 2080
Nevada	: 8 : 19	: 46 : 141	: 3 : 7	: 2 : 9	: 61 : 176
New Hampshire	: 3 : 8	: 2 : 5	: 10 : 38	: 1 : 3	: 16 : 54
New Jersey	: 15 : 44	: 14 : 43	: 50 : 153	: 6 : 18	: 85 : 258
New Mexico	: 2 : 5	: 18 : 53	: 9 : 34	: 6 : 22	: 35 : 114
New York	: 80 : 235	: 40 : 119	: 166 : 506	: 20 : 66	: 306 : 926
North Carolina	: 4 : 10	: 3 : 6	: 7 : 20	:	: 14 : 36
North Dakota	: 220 : 736	: 39 : 136	: 192 : 704	: 3 : 12	: 454 : 1588
Ohio	: 113 : 359	: 114 : 373	: 259 : 768	: 38 : 109	: 524 : 1609
Oklahoma	: 45 : 152	: 90 : 304	: 206 : 675	: 61 : 212	: 402 : 1343
Oregon	: 98 : 285	: 295 : 934	: 38 : 124	: 7 : 25	: 438 : 1368
Pennsylvania	: 74 : 233	: 50 : 162	: 138 : 446	: 23 : 73	: 285 : 914
Rhode Island	: 6 : 26	: 3 : 10	: 8 : 26	: 1 : 4	: 18 : 66
South Carolina	:	: 2 : 4	: 1 : 4	:	: 3 : 8
South Dakota	: 102 : 325	: 20 : 75	: 144 : 492	: 3 : 9	: 269 : 901
Tennessee	: 2 : 5	: 10 : 34	: 13 : 48	: 1 : 3	: 26 : 90
Texas	: 46 : 162	: 106 : 385	: 215 : 728	: 50 : 159	: 417 : 1434
Utah	: 64 : 189	: 665 : 3219	: 17 : 57	: 99 : 329	: 1045 : 3794
Vermont	:	: 2 : 5	: 2 : 5	: 2 : 5	: 6 : 15
Virginia	: 5 : 15	: 5 : 13	: 4 : 12	: 2 : 4	: 16 : 44
Washington	: 412 : 1258	: 305 : 964	: 92 : 305	: 13 : 44	: 821 : 2571
West Virginia	: 10 : 29	: 18 : 67	: 16 : 54	: 3 : 9	: 47 : 159
Wisconsin	: 161 : 476	: 32 : 99	: 154 : 458	: 13 : 36	: 360 : 1079
Wyoming	: 82 : 232	: 79 : 264	: 621 : 2145	: 226 : 743	: 1008 : 3404
Alaska	:	: 2 : 4	:	:	: 2 : 4
Canada	: 120 : 424	: 38 : 150	: 50 : 160	: 1 : 6	: 209 : 760
Hawaii	: 3 : 12	: 3 : 7	: 3 : 7	:	: 9 : 26
Canal Zone	: 1 : 2	: 2 : 7	: 1 : 5	:	: 4 : 14
Porto Rico	:	:	: 1 : 5	:	: 1 : 5
T o t a l	: 4773 : 15061	: 5462 : 19160	: 6275 : 20893	: 3266 : 4093	: 17776 : 57907
Cars entering second trip unclassified by states	:	:	:	: 483	: 1595
Motorcycles entering, unclassified by states	:	:	:	: 75	: 102
Pre-season travel not classified by states	:	:	:	: 487	: 1733
GRAND TOTAL all cars and visitors classified and unclassified	:	:	:	: 18821	: 61337



Department of the Interior  
National Park Service  
Yellowstone National Park

1925 COMPARATIVE TRAVEL FIGURES WITH 1924 AND 1923  
SEASON TO JULY 31ST, INCLUSIVE

1 9 2 5

ENTRANCE	RAIL (People)		MOTOR		MISC.		
	Total:		People:		People:		
	Hotels	Camps	Rail	Cars	People		T o t a l
North	4743	3884	8627	5311	16969	259	25,855
West	6709	4251	10960	5747	18964	44	29,968
East	1743	2215	3958	6409	21030	224	25,212
South	46	22	68	1354	4374	21	4,463
T o t a l	13241	10372	23613	18821	61337	548	85,498

1 9 2 4

ENTRANCE	RAIL (People)		MOTOR		MISC.		
	Total:		People:		People:		
	Hotels	Camps	Rail	Cars	People		T o t a l
North	3219	3316	6535	5338	17033	327	23,895
West	6479	4705	11184	5419	18257	56	29,497
East	1715	1920	3635	5326	17533	214	21,382
South	52	59	111	1678	5424	21	5,556
T o t a l	11465	10000	21465	17761	58247	618	80,330

1 9 2 3

ENTRANCE	RAIL (People)		MOTOR		MISC.		
	Total:		People:		People:		
	Hotels	Camps	Rail	Cars	People		T o t a l
North	3503	3208	6711	4974	16191	409	23,311
West	7559	4871	12430	3330	11730	119	24,279
East	1916	2030	3946	4376	14645	230	18,821
South	33	23	56	2026	6605	23	6,882
T o t a l	13011	10132	23143	14706	49569	781	73,293

TRAVEL RECORDS BROKEN IN 1925

Greatest number of automobiles entering park for single day, 527 on July 7th; previous record 602 on July 22, 1924.

Greatest number of automobile and rail passengers entering east entrance, 940 on July 7th; previous record, 792 on July 5, 1924.

Greatest number of automobiles entering one gate, 233 at east entrance on July 7th; previous record 222 at east entrance on July 5, 1924.

INTERESTING NOTE

20 days in July with over 2,000 each day - Average daily admission over 2,000.

SUMMARY OF JULY TRAVEL

Total travel for season, 85,498; last year, 80,530 - Gain 5,168.

Total travel for July, 63,922; last year, 58,878 - Gain 5,044.

Total travel by rail for July, 18,394; last year, 15,891 - Gain 2,503.

Auto & Misc. travel for July, 45,528; last year, 42,987 - Gain 2,541.